CYCLE NEWS

America's weekly motorcycle newspaper | December 5, 1990: Number 48 | (outside the U.S. $2.50) $1.75

Win Daytona!
See back page

Matiasevich sails to victory in Japan

Tests: Suzuki GSXR750 & 1100
Norton RCW588 Rotary Racer

New Zealand World Superbike finale to Brit Terry Rymer

TIME DATED MATERIAL MAILED NOVEMBER 27, 1990

IN THE WIND By Papa Wealey

Sahara Club president **Rick Sieman, Louis "The Phantom Duck" McKey** and eight other motorcyclists were **arrested** on Saturday, November 24, while protesting the cancelation of this year's Barstow-to-Vegas race and the temporary closure of public lands in southern California's Mojave Desert that are traditionally used as the course for the race. Although the Los Angeles Times reported that those arrested faced sentences of up to one year in prison and a $100,000 fine if convicted of violating the land closure order, Sieman said he and four others were released from the San Bernardino County Jail in Barstow, California, after signing for "what amounted to a traffic ticket." Sieman also said, "The Sahara Club plans to file charges for false arrest, improper procedure, violation of civil rights and police brutality in conjunction with their concurrent legal suit with the BLM."

In nearby Lucerne Valley, California, the AMA District 37 **Battle-to-Victory** hare and hound race, conducted in the Johnson Valley OHV Area with BLM authorization, drew 400 riders. **Danny Hamel** (KTM) was the overall winner with Dan Richardson (Hon) finishing second and Robert Laughlin (Hon) third.

Rick Johnson (Hon) was the overall winner at the final round of the Masters of Motocross Series, a double-header supercross in Maastricht, Holland, November 24-25, while **Jeff Stanton** wrapped up the series title with a third overall finish. **Jean-Michel Bayle** (Hon) topped Johnson and Stanton (Hon) on the first day of action, but on day two Johnson was the winner ahead of Stanton and Bayle. Bayle was the runner-up in the final standings for the five-event series and Johnson finished third.

Road racers **Steve Hislop** (Hon) and **Peter Rubatto** (Yam) split wins in the Macau Grand Prix in Macau on November 25. Rubatto topped Hislop and David Leach (Yam) to win the first race with Hislop beating Rubatto and Leach in the second race. American Donald Jacks (Suz) finished fifth overall with Kurt Hall (Suz) seventh overall. Michael Barnes (Suz) ended up 15th overall.

Jeff Dement (Suz) and **Ezra Lusk** (Suz) were the top riders at the 19th Annual Winter National Olympics held November 19-24 in Gainesville, Florida. Dement won the Bronze Bike Award for being the top minicycle rider at the event, which consists of motocross, supercross, TT and grand prix competition, while Lusk won the Scott Golden Goggles Award, given to the top amateur rider, for his wins in the 125cc (12-15) and 125cc B classes. Dement had a perfect record in 85cc (14-15) class competition, while 85cc (7-11) class winner **Ricky Carmichael** (Kaw) was the only other rider from a total of 2780 entrants to compile a perfect record. **Ryan Hughes** (Kaw) was the Dunlop Silver Tire Award winner, having compiled the best score in the Expert classes.

Rothmans Honda has announced their four-rider team that will contest the 1991 250 and 500cc World Championship Road Race Series. Australians **Wayne Gardner** and **Michael Doohan** will ride Honda NSR500s in the 500cc GPs while Italian **Luca Cadalora** and Frenchman **Jean-Pierre Jeandat** will contest the 250cc series on Hondas. Cadalora will ride an NSR250 with Jeandat riding an RS250. Tuner Erv Kanemoto, who last year worked with Gardner, will be Cadalora's tuner in 1991.

Who is Jean-Pierre Jeandat? The 20-year-old Frenchman finished 12th in his first GP appearance in 1990 at the French GP, and he is the current French 250cc National Champion. Most thought the second Honda 250cc GP ride would go to Australian **Daryl Beattie**, who finished fourth in the Australian GP at the end of the '90 season on an NSR250. Beattie, however, has signed with Honda to contest the 1991 All-Japan Formula One series. There is a chance, though, that Beattie will have the opportunity to ride in selected 500cc GPs aboard an NSR500.

Newly-crowned WERA Formula USA Champion **Mike Smith** will ride Yoshimura-prepared Suzuki GSXR750s in the 1991 AMA Superbike National Championship. The Georgian joins Californian **Tommy Lynch** on the two-man team. Smith and Lynch will also compete in selected WERA F-USA events in '91 with Smith riding Team Hammer-prepared Suzukis in that series.

Road racer **Kurt Hall** will compete in the WERA F-USA Series and endurance series with Team Suzuki Endurance again in 1991. Hall will team with Michael Martin and Britt Turkington on the six-time WERA National Endurance Championship winning team.

The Women's Motocross Association will present the **15th Annual Women's Motocross Nationals** at southern California's Glen Helen OHV Park on Sunday, December 9. To be run as part of a regular CMC event, the Women's Nationals will feature racing in the 125 and 250cc Pro classes, with a Grand National Champion determined by total points accumulated in both classes. Novice, Intermediate, Mini and Vet classes will also be run as well as a Pit Tootsie class. For more information, call 714/734-2278.

A group of Americans just returned from a Kayo Corporation-hosted trip to Japan. Kayo, the exclusive importer of Yokohama tires and EK chain, presents the **Japan Goodwill Tour** to reward riders who used Yokohama tires. AMA Amateur MX National Champions **Bill Cantrell, Tim Ferry, Kevin Foley, Greg Krienbrook, Jimmy Mechem** and **Danny Ulven** took part in the November 14-21 trip. Also making the trip were **Gary Peak**, who took the place of Senior class champ **Steve Lewis** who was unable to make the trip, Yokohama Pro Rookie of the Year **Shane Lawson** and **Davey Yezek**, winner of the Most Impressive Effort Award. Highlights of the trip included VIP seating at the Tokyo Supercross, a tour of the Yokohama factory, the Honda showroom, and a guided tour of Tokyo.

American Suzuki's **1991 MX team lineup** has finally been completed. **Guy Cooper** will defend his 125cc National title and compete in the Camel Supercross Series alongside 125cc Eastern Regional Supercross champ **Denny Stephenson, Mike LaRocco, and Larry Ward**. LaRocco and Ward will contest the 250cc National Championship MX Series, while Stephenson will compete in the 125cc National class. Suzuki will try to capture the 125cc Western Regional Supercross crown with **Buddy Antunez,** while the only newcomer to the team, **Tallon Vohland,** will compete in the 125cc Eastern Regional Supercross Series. Both riders will also contest the 125cc National Championship MX Series.

Former 500cc Supercross champ **Gary Semics** has moved his motocross school to southern California for the winter and will hold a special session at the Brad Lackey Christmas GP on December 9 in Carlsbad, California. Riders who sign up for the session will be analyzed during practice, then a special seminar will be held later in the day. Semics can be reached at 34888 Antelope Rd., Sun City, CA 92355, 714/679-1519.

Perris Raceway in Perris, California, will host the **$10,000 250cc Pro Invitational** outdoor supercross on December 29 as part of the opening round of the GFI California Winter Series North-South Showdown. Immediately following the 250cc Pro race, to be held on a supercross track specially-prepared for factory MX team testing, promoter Goat Breker plans to run a Pee Wee class main event on a special track with the pros handling the flagging chores. The next day, December 30, will feature a $2000 125cc Pro class supercross as well as other pro class racing on the regular Perris course. Perris Raceway will also be open on December 26-27 from 9-3 for practice.

SCORE International issued revised results of the 23rd Presidente SCORE Baja 1000, November 9-10, which showed that the Class 22 ATK team of **Greg Zitterkopf** and **Ron Naylor** were disqualified for illegally towing their motorcycle. The team was originally scored in seventh place in Class 22 and 12th overall. This action moves the class finishers from eighth place through 21st to a corrected seventh through 20th finishing position.

The **AMA District 36 Benefit Motocross** that was orignially scheduled to be held at the Prairie City OHV Park in Sacramento, California, December 16, has been moved to Altamont Raceway in Tracy, California. The date remains the same.

Sources in Europe say that **Kevin Magee** has been given medical clearance to compete in the 1991 500cc World Championship Road Race Series. The Australian, who suffered head injuries at the U.S. GP in April, recently participated in a test session at Donington Park in England. Magee reportedly rode well and was given the okay to compete next year by the neurologist in attendance. Magee has another year remaining on his contract with Lucky Strike Suzuki.

Cycle Gear Concord in Concord, California, will host a **free enduro seminar** with three-time National Enduro Champion **Randy Hawkins**, National Reliability Enduro Champion **Dave Bertram**, and multi-time ISDE gold medalists **Larry Roeseler** and **Charles Halcomb**, December 5. The seminar will concentrate on such topics as training, motocycle prep, clothing, riding technique and timekeeping. Rider autographs will take place between 6-8:00 pm, with the seminar beginning at 8:00 pm. For more information call 415/680-8018.

Stan Fox, a member of the family that owns LeMans Corporation whose subsidiary Parts Unlimited distributes aftermarket motorcycle products, won the **final race at Ascot Park**, the November 22 USAC Turkey Night Midget Grand Prix. Cary Agajanian denied rumors that the track would receive a reprieve from the wrecking ball, saying that although demolition of the famed facility isn't scheduled to begin until January 1, "developers have asked how soon we can vacate." Both the Thanksgiving day midget car race and the previous Saturday's sprint car finale drew less than 9000 spectators, while the Camel Pro Series half mile race in September drew over 11,000.

Motocrosser **Billy Liles** has renewed his contract with Johnson Kawasaki to compete in the 1991 500cc World Championship MX Series. Liles won the first two 500cc GPs earlier this year and led the series until he was sidelined for the rest of the year due to a broken leg.

Team Suzuki motocrosser **Mike LaRocco** withdrew from the final round of the Masters of Motocross Series in Maastricht, Holland, November 24-25, due to a wrist injury. LaRocco originally hurt his left wrist several weeks ago while testing, then aggravated the injury at the November 18 Tokyo Supercross in Japan.

Kawasaki's **Jeff Matiasevich** sprained his wrist when he crashed while testing at Kawasaki's supercross track in southern California on November 21. Matiasevich will still compete in the November 29-December 2 Paris Supercross in Paris, France.

This winter's **AMA Invitational Indoor Pro Ice Race Series** has turned into a one-event affair, according to promoter Staton Lorenz. "A combination of poor date selection, bad routing and other factors beyond our control leave us with (just) Muskegon, Michigan, on Friday, January 4," Lorenz said. "We hope to have a genuine series next season as three of our favorite venues will make ice again." Racers set to participate in the Muskegon race include defending champ Dan Ingram, Don Estep, Larry Pegram, Ed Morris, Chuck Springsteen, Bryan Villella and Bryan Hardin.

Road racers **Rob Phillis, Rob McElnea** and **Fabrizio Pirovano** all tested the factory Ducati 881 prior to the last round of the World Championship Superbike Series in Mansfeild, New Zealand. Pirovano was the fastest of the three. "How much?" was McElnea's question to the bike's regular pilot Raymond Roche when he stepped of the bike, reaching for his wallet. Joking aside, McElnea found the bike to be less of a world-beater than he'd expected: "The power's very good in a small area but it doesn't rev quite as much as my Yamaha (OW01). It's really nice shifting though, just bang, bang, bang through the gears and the power's right there."

Two-time World Superbike Champion **Fred Merkel** was a spectator at the New Zealand round of the series. Merkel brought his grandparents out from California for a fishing trip. Merkel's Rumi Honda team skipped the final two rounds of the series in Australia and New Zealand.

A new FIM rule governing all team championships, such as the **Motocross des Nations**, will change eligibility requirements for riders. In recent years, a rider's national license

determined his eligibility, meaning that several American racers competed for European countries. The new rule stipulates that the rider's nationality will determine what team he is eligible for.

Former AMA National Road Race Champion **Mike Baldwin** has been seeded into the second round of the elimination series leading up to the 1991 World Ice Racing Championships on March 9-10 in Holland. Baldwin will attempt to qualify on January 19-20 in Deventer, Holland.

The **FIM's ban on South African** athletes was dropped at the recent FIM Congress in Budapest, Hungary. Since 1985, South Africa has been banned from hosting FIM championship events and South African riders have been banned from international competition.

The AMA has announced that it will adopt the **FIM points scale** for the 1991 road racing championships. Points will go to the top 15 finishers as follows: 20-17-15-13-11-10-9-8-7-6-5-4-3-2-1. In previous years the AMA paid points using the system still retained by the AMA Camel Pro Series: 20-16-13-11-10-9-8-7-6-5-4-3-2-1.

Chris Economaki reports in National Speed Sport News that four-time World Champion **Eddie Lawson** was spotted at a November 3-4 IMSA car race meet in Del Mar, California, and said that he was scheduled to drive a TWR Jaguar in a test session and after doing so would decide whether or not to switch to car racing. Lawson also spectated at the Thanksgiving Day Ascot midget race and there he said he still hadn't decided what he was going to do in 1991.

International Championship Events (ICE) will host **Budweiser Speedway Ice Racing World Championship II** in Tucson, Arizona, January 11-12. The event is not FIM sanctioned and participation in last year's race resulted in a couple of European racers being suspended by the FIM.

Add road racer **Scott Russell** to the long list of riders represented by International Road Racers, Inc.'s Gary Howard. Russell joins World Champions Wayne Rainey, Eddie Lawson, John Kocinski and Kenny Roberts as Howard clients.

Don't miss our upcoming end-of-the-year issue which will feature our **annual buyer's guide**, a complete listing of 1991 motorcycles from American, European and Japanese manufacturers, as well as a host of feature articles. Issue #50 goes to press on Monday, December 10, and will be available at dealers shortly thereafter.

If the above isn't reason enough to make you want a copy of that issue, consider this: members of our editorial staff will take part in the December 9 **Christmas Grand Prix** at southern California's Carlsbad Raceway and a couple of them are talking about "kicking some butt" in that race. You'll find out how they did in the end-of-the-year issue.

Ken Faught recently returned from Spain where he covered the Barcelona Supercross. Papa gave him some tips on good restaurants in Barcelona, but on his return Faught said the closest he got to any of those restaurants was a Pizza Hut. Ahh, youth.

CHANGED: The International Hot Rod Association Motorcycle Division has changed its name to Prostar. The change, according to a press release, will enable the group to run motorcycle drag race meets at both IHRA and National Hot Rod Association (NHRA) affiliate tracks. Prostar also announced that they will publish The Prostar Report, a newspaper based on the NHRA's National Dragster format. New offices have been established at 6006 Caldicote, Humble, TX 77346, 713/852-2000.

MOVED: Zero Gravity, manufacturers of sport bike windscreens, to 5312 Derry Ave., Unit D, Agoura Hills, CA 91301; 818/597-9791, FAX 818/597-9527.

MOVED: California Trail Rides, organizers of dual sport rides, to 1261-J Lakeview Ave. #431, Anaheim, CA 92807, 714/970-8666.

APPOINTED: West Racing Products, as West Coast race track representatives for Sunstar Sprockets and VP Racing Fuels.

PURCHASED: All assets of Malcolm Smith Inc. by Tucker-Rocky Distributing on November 21. Malcolm Smith, who was the original founder of Malcolm Smith Inc. and sold it to a holding company in 1987, had filed a motion in the U.S. Bankruptcy Court for the Central District of California to repurchase the firm, which earlier this year filed for protection from creditors under Chapter 11 of the federal bankruptcy code. However, Tucker-Rocky, who earlier this year withdrew an offer to purchase Malcolm Smith Inc., outbid Smith to purchase the firm.

AMA BOARD REPORT

The American Motorcyclist Association Board of Trustees conducted its year-end meeting in Orlando, Florida, on November 3-4. The site was selected so members of the board could also participate in the International Motorcycle Safety Conference for which the AMA was a host sponsor.

AMA Treasurer Bob Perkins reported that unaudited year-end financials indicate that the Association exceeded its target for retained earnings and that the Heritage Homecoming had been profitable. He reported that the accounting firm of Ernst & Young had begun its customary annual audit of the Association's accounts.

The trustees reviewed the activities of the 23rd AMA Congress held in Columbus on October 10 through 12, 1990. The minutes of the Congress were approved with no changes and the board ratified a recommendation of the Congress to extend the terms of elected ATV delegates to two years, consistent with other delegates to the Congress.

The Board approved a crisis response plan aimed at helping the Association act promptly and efficiently in the face of unforeseen challenges. The plan calls for the mobilization of emergency policy and strategy teams on both the board and staff levels.

The trustees reviewed a list of Association insurance coverages and noted that there will be no increases in premium for professional rider medical coverage during 1991. The board had previously accepted a 10% increase in public and participant liability coverage premiums, and had taken action to raise the required minimum coverage on sanctioned events from $100,000 to $300,000.

AMA President Ed Youngblood reported on the FIM Congress held in Budapest, Hungary, October 20 through 27, 1990. He reported that the 1991 World Championship calendar had been confirmed, including four events in the United States, and that the FIM had approved a plan that will provide financial relief for road racing grand prix organizers outside Europe, including theround held in America.

Trustee Paul Dean reported on the activities of the professional racing strategic planning committee. The trustees approved a proposal for Mr. Dean to attend a motorsports conference in December that will include representatives from most U.S. motorsports sanctioning bodies.

Trustee Patty Mills delivered a report from the American Motorcycle Political Action Committee. She stated that AMPAC has contributed approximately $36,000 to selected candidates for the U.S. Senate and House of Representatives for the current election cycle.

Mr. Youngblood reported that the Daytona International Speedway had announced there would be no amateur supercross at Daytona during the 1991 event and that the schedule of vintage races would be expanded. Mr. Youngblood also reported that the staff had begun planning for the AMA Heritage Homecoming in August 1991, since the inaugural event in 1990 had been such a success.

American Motorcycle Heritage Foundation Chairman Dal Smilie reported that the museum grand opening in August had been a big success, and that the facility continues to receive good press and visitationn. He said preliminary statistics indicate that over 20,000 people a year are expected to tour the museum. Smilie reported that the AMHF board will meet in Westerville on December 7, 1990.

The AMA board awarded the Dud Perkins Award, its highest honor for service to motorcycling, to former trustee and Road Rider Magazine founder Roger Hull. In addition to his service to the Association, Hull is credited with having been a formative influence in identifying and promoting the interests of touring riders throughout America. Along with Malcolm Forbes, he was one of the first Americans to conduct a goodwill tour of the Soviet Union aboard motorcycles.

The trustees approved changes to the AMA Code of Regulations that included the following:

*A provision in case of dissolution of the AMA to contribute its assetss to the American Motorcycle Heritage Foundation.

*A provision that the retiring past chairman of the board can be invited to stay on for one year as a non-voting member of the board.

*A provision to grant voting rights for the election of trustees to only individuals who have joined the Association by September 1 of the election year, and to require that an individual must hold full membership for at least three years before he or she can serve on the board.

*A provision excluding employees of the Association from being elected to the board.

*A provision that would prohibit the employee of a corporate member already holding a seat on the board from acquiring a seat through election as an individual member.

*A provision prohibiting an individual from simultaneously holding seats on the AMA Board of Trustees and the AMA Congress.

All of the above proposals were approved by at least three-quarters of the AMA Board of Trustees and will be placed before the Association's annual meeting for ratification in February 1991.

The AMA Board of Trustees will next meet in Cincinnati during the third week of February 1991 on a date to be announced.

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ON THE FRONT PAGE:

Factory Kawasaki rider Jeff "Chicken" Matiasevich added the Tokyo Supercross to his ever-increasing list of Supercross victories, by edging out Camel Supercross Champion Jeff Stanton and 125cc National MX Champion Guy Cooper. See page 6 for race coverage. Photo by Alex Hodgkinson.

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America's weekly motorcycle newspaper

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VOICES Letters to the editor

Brotherhood

Last weekend, while touring the Baja 1000 on dirt bikes, everyone's worst nightmare occurred. My buddy, Jerry Tenge, was hit head-on by one of the locals near Checkpoint 8A.

Jerry, my brother-in-law, Brian Kelly and I had been preparing with excitement to spend three days biking around Highway 2 checking on the great racing throughout Baja. Our plan was to start out of Ensenada at 5 a.m. (to catch the first motorcycle racers out of Ojos Negros) and end the day at Mike's Sky Ranch.

We never made it to Mike's. Just as we were about to head there from San Matias, a Team Green van's crew met up with us and asked us to deliver a message to Team Green's Mark Johnson regarding one of their riders who had crashed between Borrego and San Matias. On our way back, just after passing the flag crew at the race course crossing, Jerry was nailed and thrown over the car at least 30 feet.

I have been to every major motorcycle event in southern California and I have never seen the brotherhood of motorcycling instantly come together. As horrible as the accident was, we were fortunate to have it occur in front of such great people. Coincidentally, several paramedics and firefighters (four unsung heroes still unknown to us) were on the scene and at Jerry's side before Brian and I skidded to a stop. Jerry, who had sustained a broken humerus, hand, chipped pelvis and still unknown damage to a recently repaired left knee, received immediate medical attention.

Anne and Tom Van Beveren, who were covering the event for *Cycle News*, were the next to assist with their calm demeanor and helpful delivery of Jerry's bent bike back to Ensenada. In the chaos, Team Green and other personnel from Kawasaki came to the rescue. It was immediately apparent, after Mark Johnson tried everything possible that we were not going to be able to get a rescue vehicle to the scene in the next several hours. Sharon Richards, a Team Green secretary, commandeered a van from Jim Whie to transport Jerry and the injured Kawasaki rider, Doyle King, to Ensenada for an evac flight to San Diego.

Jerry, Brian and I are very grateful to have met such a terrific and caring group of people including Ted Hunnicut who was in the middle of his race and stopped at the scene to ask about Jerry. Also included are Shawn Norfolk from Maryland who drove the van through the streets of Ensenada trying to find the plane (Jerry says Shawn could race a Yugo in the 1000 and win overall) and Roberta La Velle of SCORE who directed us to Harry R. Metz of Critical Air Medicine who actually flew Jerry to San Diego.

Jerry's out of the hospital and home now. He is busted up pretty good, but happy to be alive and grateful to all of you.

Many thanks.

Brent L. Hensley
Encinitas, CA

Asphalt vacation

I recently returned from a terrific vacation. I raced my Yamaha SRX at the AMA/CCS Race of Champions in Daytona and attended the WERA Grand National Finals at Road Atlanta. Amost two solid weeks of great racing action — I had the time of my life!

I would like to publicly thank some very generous folks I met during my travels: Bruce Brahms at American Motorcycle Institute for allowing me and many other racers to use the school's facilities (including dyno time) free of charge to prepare our bikes for the Daytona event; TYD Yamaha of Orlando for having an SRX base gasket in stock and staying open late on a Friday night to make an $8 sale to an out-of-town racer; Jim Murphy, a local spectator and enthusiast, for offering me the use of his street SRX to scavenge parts from to repair my race bike after I crashed; and Kushitani and Del Amo Motors for providing logistical support for me and five other racers, making the whole trip possible.

Thanks to all of you!

Kevin Johnson
Venice, CA

Crystal ball

After reading about Eddie Lawson's impressive Cagiva test in the In The Wind section of your November 14 issue, I decided to bring my trusty crystal ball out of retirement. Please inform Eddie to stick with a Japanese company as Cagiva will fail in 1991 with massive mechanical problems.

Please note the reason I retired my crystal ball back in 1985: It told me Freddie Spencer would leave the World Championship Series in 1991 for a chance to compete in the AMA Superbike Series with a team headed by a couple brothers!

Jay Davidson
Grand Forks, ND

Downhill

I would like to let you know what a piss-poor job of covering pro hillclimb you've been doing since your Georgia office moved. You should be able to do a better job.

Lou Gerencer
Elkhart, IN

We should and we will do a better job in '91 . . . Editor.

Camping in Daytona

With all the heavy prices for hotel/motel rooms during Cycle Week at Daytona, is there a place where a couple of guys could lay down their sleeping bags and personal tents?

William C. Scofield
Denver, CO

We suggest you call Destination Daytona!, the convention and visitor's bureau for the Daytona Beach area. Their toll-free number is 800/854-1234 . . . Editor.

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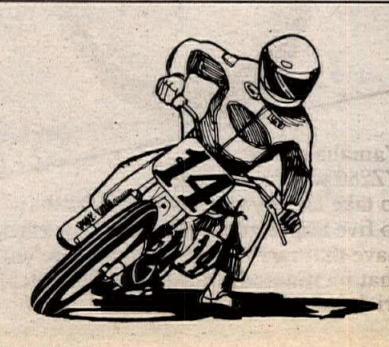

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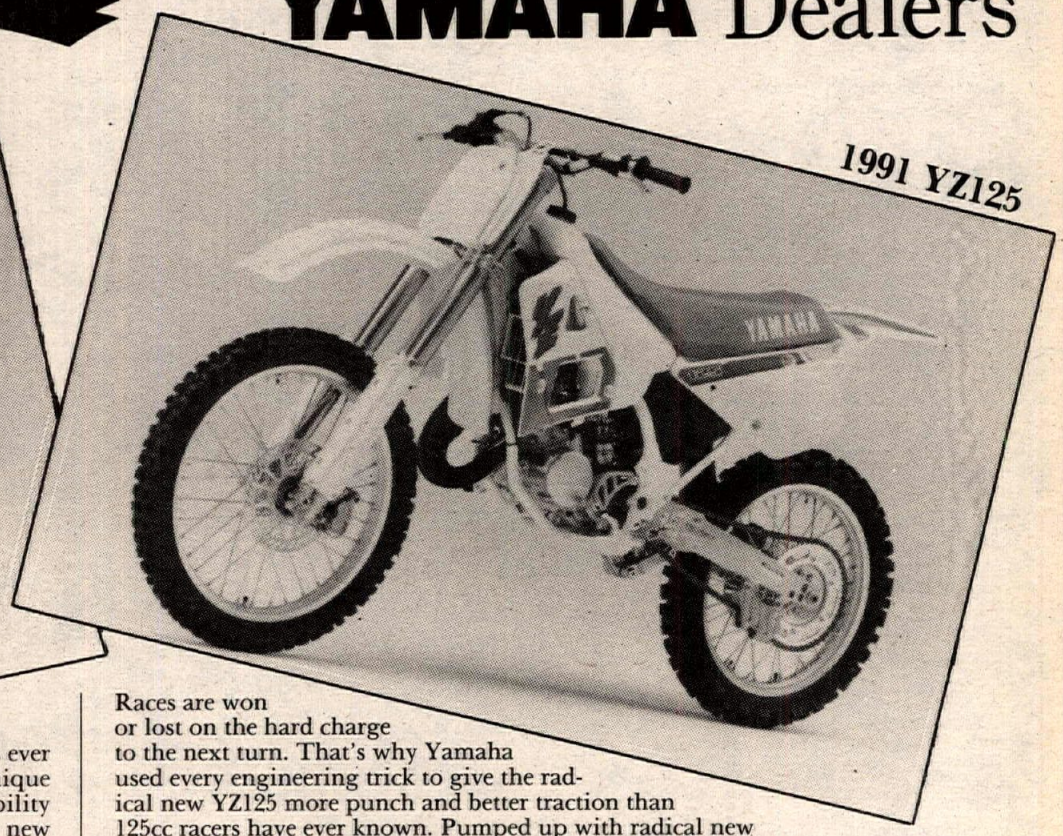
1991 YZ80



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SUPERCROSS Masters of Motocross Series: Round 4

A capacity crowd of 38,000 jammed Tokyo's Jinghu Stadium to see many of the world's top motocross stars compete in the Tokyo Supercross.

Rick Johnson is very popular with the Japanese, and after the race he threw all of his riding gear to awaiting fans.

Matiasevich tames Tokyo Supercross

By Alex Hodgkinson

TOKYO, JAPAN, NOV. 18

His Kawasaki hastily repaired after a major crash during the parade lap, Jeff Matiasevich shrugged off discomfort from bruising his foot and finger to top Jeff Stanton in front of a capacity crowd of 38,000 at Tokyo's Jinghu Stadium.

But Camel Supercross and 250cc National Champion Stanton also had cause for celebration as his third runner-up finish of the Masters of Motocross Series left the Michigan rider just one point shy of becoming the first "Master of Motocross," which carries with it a $20,000 prize. Stanton now has 51 points, and there are 20 points available for the winner of the final round of the series in Holland.

Alessandro Puzar, who had to have 15 stitches in his left elbow after a spectacular crash on the first lap, lies second in the standings with 33 points, but the 250cc World champ will not compete in the final round due to testing commitments with Suzuki.

Jean-Michel Bayle hoisted himself to third in the standings with six points from a crash-induced 10th place finish. The Frenchman can only take the Masters title if he wins in Holland and Stanton fails to finish in the top 15.

Damon Bradshaw, winner of the Osaka Supercross one week earlier, and Jeff Ward lost potential top-three finishes through off-track excursions when racing in the top six early in the 20-lap main event. Guy Cooper came through to snatch the final place on the rostrum from early leader Doug Dubach, while 17-year-old Stefan Everts was the top European at fifth place after he passed Mike Kiedrowski on the final lap.

All of the riders were disappointed with the narrowness, lack of dirt and difficult obstacles on the Tokyo track. The large number of off-track excursions underlined this.

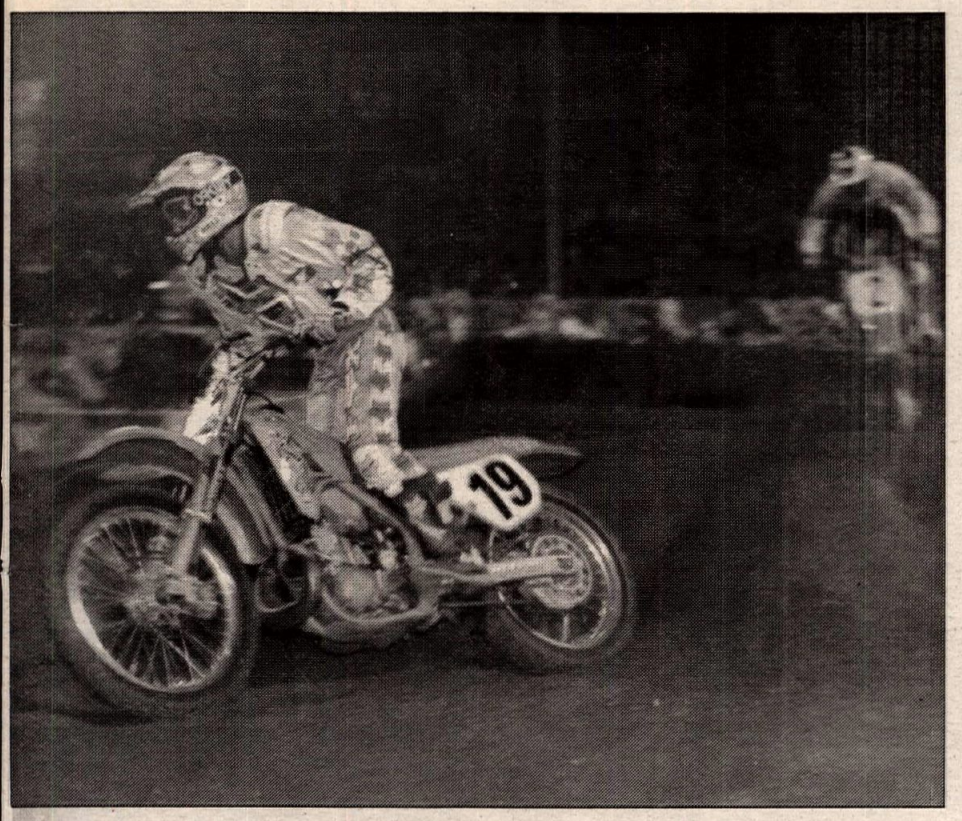
A U.S.-style race format determined the 21-rider main event. Three heat races transferred the top five finishers directly to the main, with the remainder of the field going to one of two semis. Two riders transferred from each of the semis, while only the winner of the Last Chance Qualifier made it to the main.

Jeff Ward was the clear winner of heat one, as Bayle came through the pack to catch, but not pass, runner-up Cooper. Everts finished fourth ahead of Pekka Vehkonen, who had to fight hard to remain ahead of Takayuki Miyauchi for the final transfer position.

Two of the Masters stars would have to go to the semi finals after heat two, in which five Americans lined up with World Champions Eric Geboers and Puzar. The fate of Larry Ward and Geboers seemed to be decided in the first turn, as the American was rammed and fell, while Geboers was forced off the track in the melee. Both restarted at the back of the pack.

Matiasevich had immediately ridden clear, as Johnny O'Mara, Rick Johnson and Dubach bit at the heels of Puzar. The Italian eventually fell in the whoops and badly hindered Johnson. O'Mara got through to finish second behind Matiasevich, while Dubach held off Johnson's late charge to finish third. Geboers and Larry Ward had charged through the pack and, in a photo finish, Geboers took the last transfer position.

Heat three was a Bradshaw runaway



Jeff Matiasevich (19) crashed on the parade lap but bounced back to dominate the main event. Jeff Stanton's (2) runner-up finish nearly locked up the Masters title.

Guy Cooper finished second in his heat race, then the 125cc National champ battled with Doug Dubach before taking control of third late in the 20-lap main event.

Italian Alessandro Puzar (4) had a terrible day. The 250cc World champ fell in front of Johnson in the second heat, then crashed hard on the first lap of the main.

Doug Dubach led the main for a lap before mistakes dropped him back. A lapped rider and soft dirt at the track's edge cost Dubach third place late in the race.

with Stanton, Kiedrowski and Mike LaRocco all having little difficulty demoting Australian Glen Bell.

Larry Ward made no mistakes to easily win the first semi, but Puzar was put down in the first turn of semi two and had to ride the LCQ after just failing to catch Motokazu Otsuka at the finish. Australian Steven Andrew had run away with the race.

Puzar finally got things together to dominate the Last Chance Qualifier.

There was drama immediately before the main event when Matiasevich crashed while performing acrobatics during the parade lap. While Kawasaki team manager Roy Turner checked on Matiasevich, who was limping and injured a finger, his mechanic rapidly replaced a damaged front brake line.

When the gate dropped at 5:30 p.m., Dubach shot out front and led for a lap until he momentarily faltered in the whoops. That's all Matiasevich needed and he pounced, then on the next lap Stanton also got by Dubach.

"We bumped a few times, but then Jeff made a good pass," said Dubach.

Down in the field there had already been plenty happening. Puzar got into trouble over a triple jump on the first lap and careened off the track. His unhappy day ended with a trip to the hospital where 15 stitches were required to close a laceration of his left elbow.

Bradshaw was the next to go down. Sixth on lap one behind Cooper and Jeff Ward, Bradshaw simply ran out of track.

"I felt confident that I could win from there, but the dirt just broke away as I tried to go wide around Ward," said Bradshaw. His levers bent, Bradshaw fell again and finished 14th.

Geboers quit after five laps when he got nowhere from a miserable start, while Matiasevich and Stanton got away. Bayle had joined Jeff Ward and Cooper in looking for a way around Dubach. Bayle was a victim of whoops, however, and Jeff Ward encountered the same problem as Bradshaw and dropped back to finish ninth.

That left Cooper to engage Dubach. After they had exchanged positions several times, a backmarker who was riding through the triples put Dubach into the dirt which was breaking away from the side of the track. That left Cooper relatively secure in third to the finish. Cooper couldn't even see the leaders, however.

"I just rode consistently, maybe a little too conservatively," said Cooper. "I just wasn't up to speed with Stanton and Matiasevich."

Up front, it gradually became clear that Matiasevich wasn't going to make the mistake that Stanton needed to pass him and the race ended with the Kawasaki rider in front.

After a terrible start, Johnson passed O'Mara for seventh with six laps remaining, but he couldn't add Everts or Kiedrowski to his list. The two youngsters had both ridden superbly to battle through to fifth from outside the top 10, and they engaged in a tense struggle to the checkered flag.

Kiedrowski jumped ahead at the one-lap board, but Everts retaliated in the next turn and stayed ahead of the American to the finish. That made Everts the only non-AMA license holder to finish in the top 11, as mistakes had dropped Finland's Vehkonen behind Bayle and Larry Ward at the finish.

Johnson, so long the darling of the Japanese fans, went to them after the race and threw so much of his riding gear over the fence that he ended up riding back to the pits in his socks and underwear. At the other end of the stadium, Matiasevich restricted his strip to above the waist before joining Stanton and Cooper in the winner's circle. CN

Results

TOKYO SX MAIN EVENT: 1. Jeff Matiasevich (Kaw); 2. Jeff Stanton (Hon); 3. Guy Cooper (Suz); 4. Doug Dubach (Yam); 5. Stefan Everts (Suz); 6. Mike Kiedrowski (Hon); 7. Rick Johnson (Hon); 8. Johnny O'Mara (Kaw); 9. Jeff Ward (Kaw); 10. Jean-Michel Bayle (Hon); 11. Larry Ward (Suz); 12. Pekka Vehkonen (Yam); 13. Glen Bell (Hon); 14. Damon Bradshaw (Yam); 15. Takayuki Miyauchi (Hon); 16. Steven Andrew (Yam); 17. Motokazu Otsuka (Hon); 18. Tadakazu Otsuka (Hon); 19. Mike LaRocco (Suz); 20. Eric Geboers (Hon); 21. Alessandrò Puzar (Suz).

MASTERS OF MX POINT STANDINGS: 1. Jeff Stanton (51); 2. Alessandro Puzar (33); 3. Jean-Michel Bayle (31); 4. Donny Schmit (27); 5. Eric Geboers (26); 6. Edwin Evertsen (24); 7. Rick Johnson (23); 8. Pedro Tragter (22); 9. John Van den Berk (21); 10. (TIE) Jeff Matiasevich/Stefan Everts (20).

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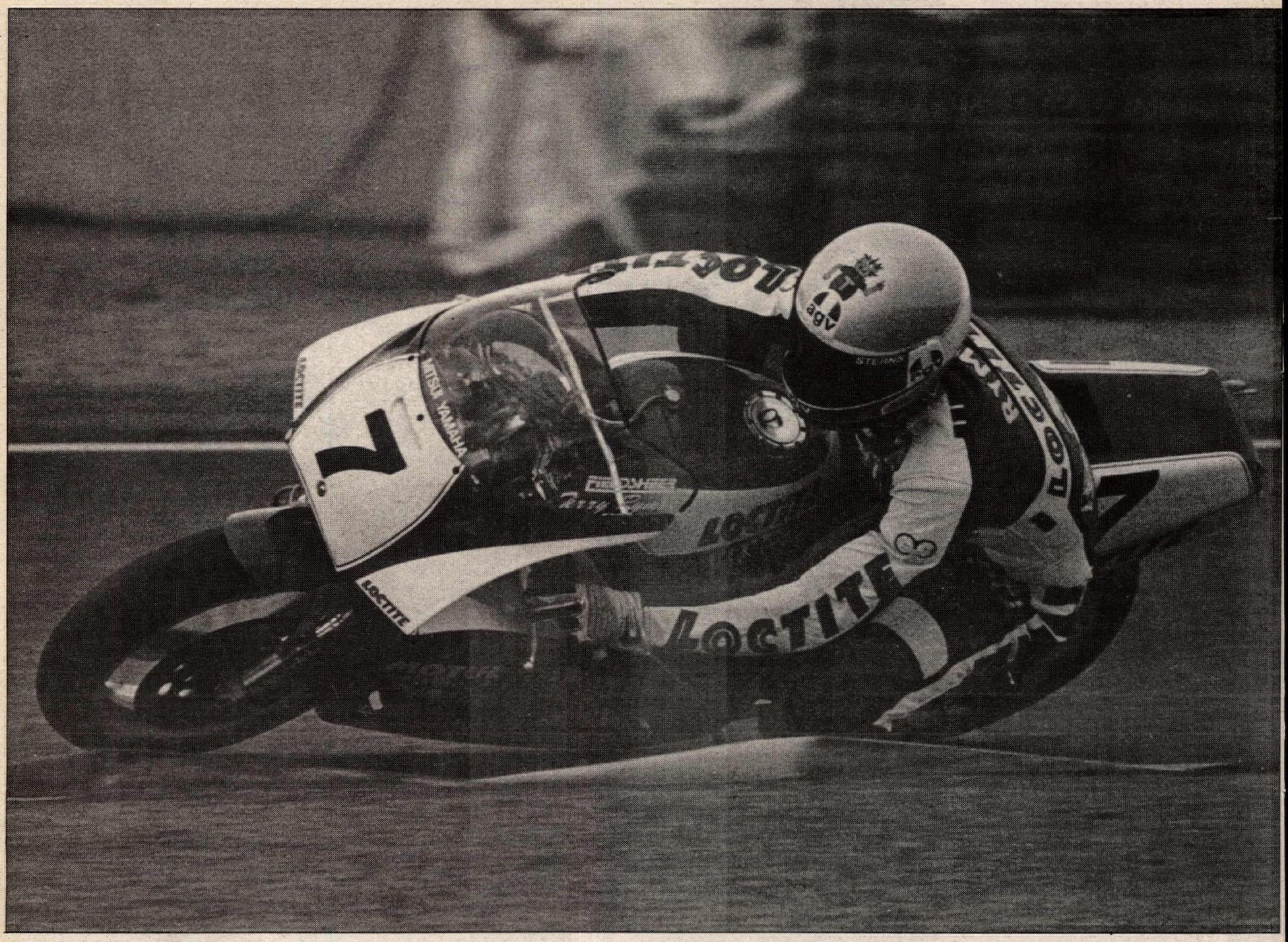


England's Terry Rymer rode his Loctite Yamaha OW01 to a win and a second place at the final round of the World Superbike Championship in New Zealand.

Rymer wins series finale in New Zealand

By Bruce Newton

MANFEILD, NEW ZEALAND, NOV. 18

Terry Rymer, after an international season of discontent, won the day at Manfeild in the 13th and final round of the 1990 Superbike World Championship.

Just like he did last year, Rymer and his Loctite Yamaha proved superior in race one — although thankfully run in the dry unlike last year — and then backed that up with second place in race two behind Rob Phillis.

Phillis and the The Team Shin-Etsu Kawasaki qualified fastest, but were unable to capitalize with a disappointing fifth in the first and came back for a fortune-assisted if not lucky win in race two.

Newly-crowned World Champion Raymond Roche had burst through the field after finishing second in race one to lead by a safe margin on lap 22 only to have the Ducati's oil filter fall off and put him out. At the same time Rob McElnea did his best to take out Rymer and all of a sudden Phillis was clear.

Phillis finished second overall on the day, with teammate Aaron Slight inheriting third after a troubled weekend on home territory.

Sympathies to Stephane Mertens who crashed twice in the second race sentencing himself to third in the championship, while Phillis took fourth. McElnea was forced to settle for fifth overall and took a broken collarbone with him back to England.

Malcolm Campbell was another in plaster on Sunday night after crashing in qualifying and breaking his left shin. Scot Brian Morrison crashed also, breaking his right thumb.

Bad luck for some, but for Rymer it was a change-of luck after a terrible season. The result hoisted him into seventh in the title, just like last year.

Qualifying

For the final race of the year the international contingent comprised of those who had raced the previous weekend in Australia, plus Honda riders Campbell, Daryl Beattie and Mark Fissenden, who had made the trip from Tasman.

Fissenden, a Kiwi who now lives in Australia, had actually sponsored Beattie's trip to New Zealand, his HRC RC30 logo running in the colors of his company MB&J Builders for this meeting.

But it was another Aussie Phillis who dominated qualifying day with a superb burst of speed in the first session.

Using a soft Michelin rear he went .34 of a second under teammate Slight's 1:08.17 superbike lap record for the compact 1.94-mile circuit to be the only man to break 1:08 in practice.

He was unable to go faster in the afternoon session which was red-flagged early-on when Campbell crashed the Citizen Honda for the second time for the weekend.

McElnea was the fastest man in session two, hauling the Loctite Yamaha OW01 to 1:08.1 at this his first visit to the circuit. It was a fine effort no doubt motivated by the close battle he is having with Phillis for fourth in the championship.

Giving the unlucky Loctite team even more to cheer about was Rymer's third spot on the grid at 1:08.18. The Londoner had to survive another fraught couple of days though to do it, crashing in the esses on Friday when the left-hand bar broke off, then experiencing severe front-end problems in the afternoon which was found to be a nail in the front tire.

Beattie, another first time visitor, grabbed fourth fastest after steady improvements, his main concern being finding a rear tire that would last the 35-lap distance.

Roche, the new World Champion, rounded out row one. His improvement had come despite a basic dislike for Manfeild, threatening on Friday to give up and go on holiday after the first few laps. Roche had found that the profile of a '91-development front Michelin he was using had upset the handling of the 888, but

persisted as he felt it aided the turning ability of the bike.

A depressed Mertens led row two suffering mentally still from his clash with Pirovano in Australia, but also physically, his old pelvis injury having flared. Campbell was seventh fastest but a non-starter ahead of Pirovano, who'd had carburetion problems thanks to dodgey fuel. Slight rounded out row two, struggling to adapt to Michael Dowson's Japanese-built ZXR which was using different off-sets and a new radial front he'd never tried before.

Jari Suhonen wrecked two motors on his way to 10th fastest while Morrison and Anders Andersson were ahead of the Kiwi Andrew Stroud, who after difficulties clearing customs didn't get the Super Angel Yamaha onto the track until Saturday.

The rest of the locals and Fissenden trailed along. Just 1.28 seconds separated the top 10, but back to 21st and last — the smallest World Superbike field ever — the gap was an alarming 7.36 seconds.

Race One

This race belonged to Rymer, shrugging off all the bad luck of the past few weeks to post a quite emphatic victory. Beattie got the holeshot, but Rymer was by him in the first turn and then consistently pulled away, running in the 1:08 bracket — setting the fastest lap of the race at 1:08.48 — for the first half of the race.

Once his gap was over four seconds he was able to relax a little, although Roche, troubled by a pumped-up forearm thanks to stiff throttle action, chopped a couple of seconds off in the last couple of laps which prompted the Englishman to put his head down again right at the end to ensure victory.

"This place is a lot like the British circuits," explained Rymer. "While everyone else is battling away behind, you can get away."

Beattie held second for much of the race but couldn't make any impression on the leader; he, like most Michelin runners, was having to contend with a sliding rear tire. He was passed on lap 24 by Roche and then caught by McElnea with just two laps to go, the Englishman taking a while to get going as he fought with Roche, Phillis and Pirovano.

Phillis, so confident on Saturday, was a tense bundle of nerves Sunday and after making an initial charge from fifth eventually settled back there complaining of varied problems including warped discs, a sliding rear tire and a lack of drive out of the turns. At least he fared better than Slight, whose battery died on lap 14 after an alternator wire terminal broke.

Pirovano's exit was much more spectacular, pulling out of an entertaining battle with McElnea in a huge cloud of oily smoke as a conrod broke in front of the packed front straight grandstand.

Suhonen had chased this pack from the start, having just made the grid after an EXUP valve failed in the warm-up. Unfortunately, the same problem afflicted him in the race after running as high as seventh.

With these three retirements, the entertaining battle between Mertens, Andersson and Morrison was now over sixth.

It was a battle Mertens won narrowly from the Swede Andersson, but only after Morrison had run into him under brakes at the hairpin. Morrison went down, knocked the clutch lever off but picked it up again and went onto finish 10th.

Stroud and another New Zealander, Tony Rees on the Yokohama-shod Yamaha, rode consistently to gain eighth and ninth places. Just 17 bikes finished.

Race Two

A much more typical superbike race, at least until lap 22 when it was all settled within a couple of seconds. There was plenty riding on it as Phillis and McElnea were now equal on 218 points in their battle for fourth in the title chase; Mertens, meanwhile, now had another shot at finishing second in the championship with Pirovano on his spare. Suhonen had also managed to get running again after Andersson loaned him his spare cylinder and head.

It had a familiar sight to it at the beginning, though, with Rymer out front and stretching his lead early.

McElnea, Beattie, Phillis, Pirovano, Slight and Roche formed the posse with the rest fading away quickly.

Rymer managed to get as far as 1.6 seconds away before the gap began to close and it was Phillis doing the charging as Beattie dropped back, taking McElnea on lap seven and taking the lead with a truly impressive move underneath Rymer into the esses on lap nine.

Roche too was on a charge — indeed he and Phillis would later share the race's fastest lap at 1:08.39 — powering past the Kawasaki in simply awesome fashion on lap 14.

Over the next few laps Roche moved slowly but inexorably away, being aided greatly when a lapper got in the way of his pursuers Phillis, Rymer and McElnea.

But then we come to the fateful lap 22. First McElnea dived under Rymer for third, missed a gear, went down, broke his left collarbone and ran his teammate off.

"I had two choices, run over my teammate or go onto the grass, so I ran over my teammate and then went onto the grass," explained Rymer later. He lost six seconds with all this and lost the race by the same amount.

Up ahead, at virtually the same time, Roche was pluming oil smoke after the oil filter pickup pipe cracked and the filter fell off leaving a great trail of oil around the looping right-hand Higgins Corner.

Roche received a standing ovation from the 18,500-strong crowd as he came in but the rest of the field had to battle the oil he had dropped. Beattie was now in second, but not for long, losing the front end while going inside the oil at Higgins, happily escaping injury.

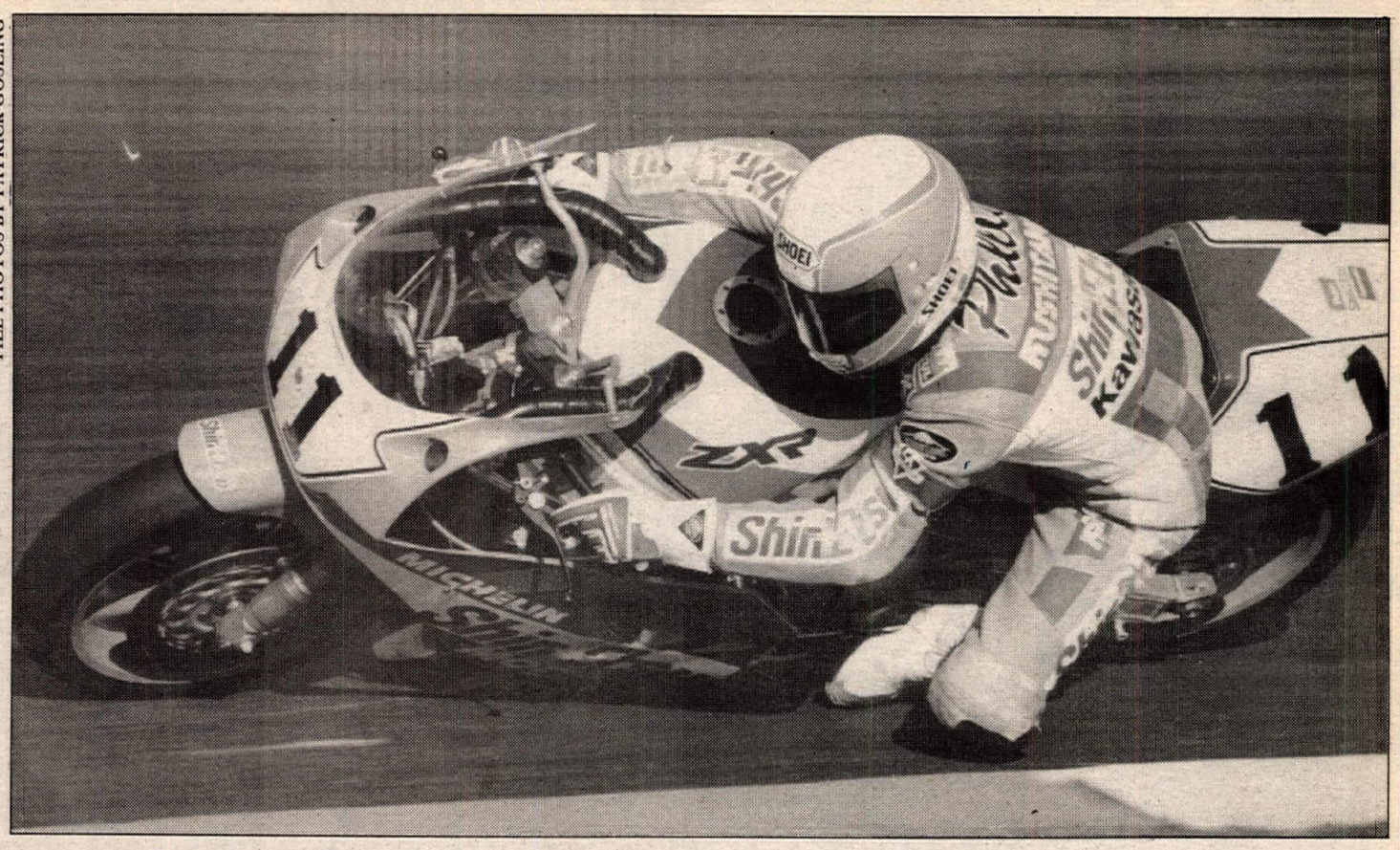
That left Rymer in a secure second and Slight an equally secure third. Pirovano was falling back in fourth with a sliding rear tire, while Scandinavians Suhonen and Andersson were battling away for fifth ahead of Stroud. Morrison was limping around having broken his right thumb in the first race.

But what of Mertens? The Belgian had been putting in a terrific ride after solving first leg gear selection problems and had closed to the rear of the leading group when he crashed after a big slide on lap 14 entering the front straight. He got going again only for his gear selection problems to reappear and he crashed at the other end of the straight when the Honda went into first instead of second.

So that was how it finished, with locals Rees and Josiah rounding out the top 10.

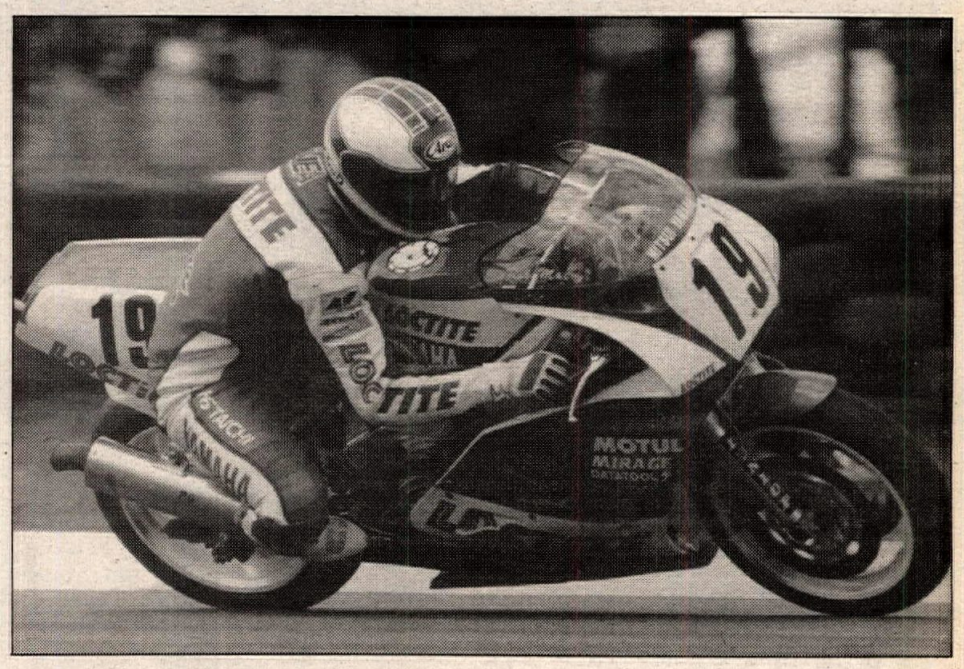
"I had a little bit of luck in race two with Roche retiring, but it's good to win again," said Phillis. "We had our problems earlier in the year but it's all come together now." CN

FILE PHOTOS BY PATRICK GOSLING



Australian Rob Phillis qualified on the pole and won the second race after finishing fifth in the first race.

Brit Rob McElnea finished third in the first race but crashed in the second, ending his chances of finishing fourth in the championship point standings.



Results

QUALIFYING: 1. Rob Phillis (1:07.83); 2. Rob McElnea (1:08.10); 3. Terry Rymer (1:08.18); 4. Daryl Beatie (1:08.25); 5. Rayond Roche (1:08.31); 6. Stephane Mertens (1:08.50); 7. Malcolm Campbell (1:08.81); 8. FabrizioPirovano (1:08.81); 9. Aaron Slight (1:09.03); 10. Jari Suhonen (1:09.11).

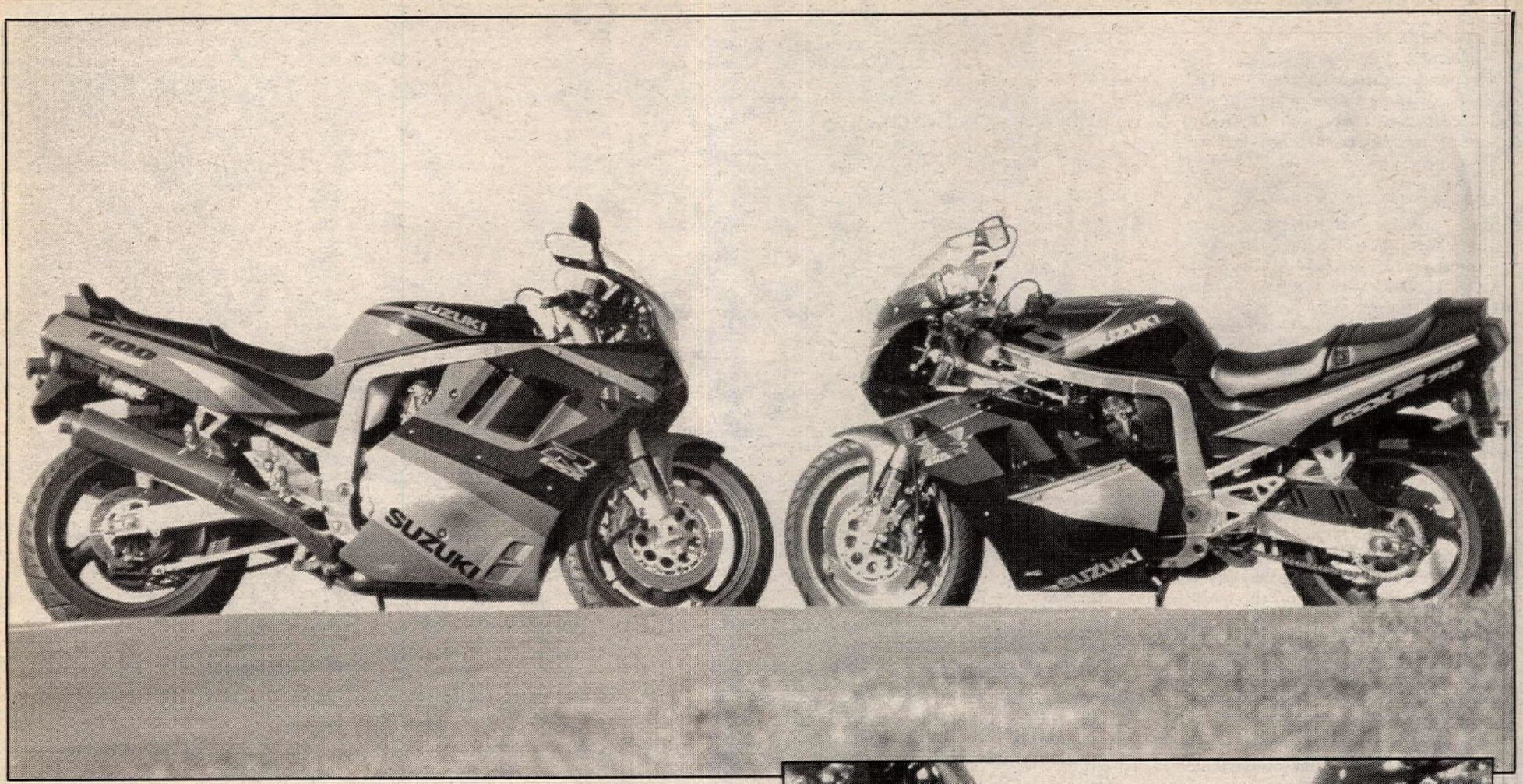
RACE 1: 1. Terry Rymer (Yam); 2. Raymond Roche (Duc); 3. Rob McElnea (Yam); 4. Daryl Beattie (Hon); 5. Rob Phillis (Kaw); 6. Stephane Mertens (Hon); 7. Anders Andersson (Yam); 8. Andrew Stroud (Yam); 9. Tony Rees (Yam); 10. Stan Morrison (Yam).

Fastest Lap: Terry Rymer, 1:08.48.

RACE 2: 1. Rob Phillis (Kaw); 2. Terry Rymer (Yam): 3. Aaron Slight (Kaw); 4. Fabrizio Pirovano (Yam); 5. Jari Suhonen (Yam); 6. Anders Andersson (Yam); 7. Andrew Shroud (Yam); 8. Stan Morrison (Yam); 9. Tony Rees (Yam); 10. J. Josiah (Hon).

Fastest Lap: Rob Phillis/Raymond Roche, 1:08.39.

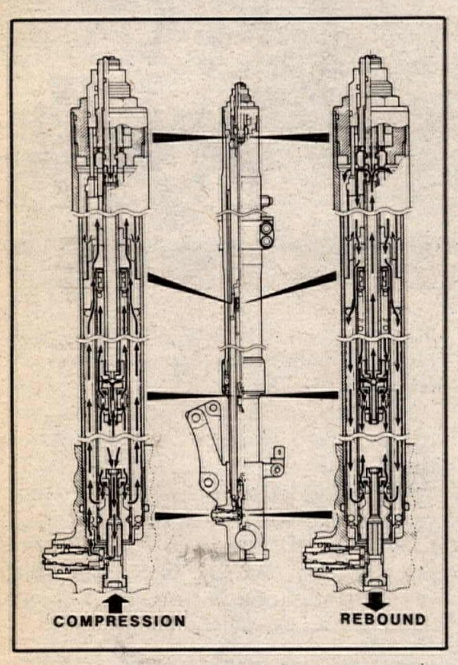
WORLD C'SHIP FINAL POINT STANDINGS: 1. Raymond Roche (382); 2. Fabrizio Pirovano (325); 3. Stephane Mertens (300); 4. Rob Phillis (238); 5. Rob McElnea (218); 6. Fred Merkel (197); 7. Terry Rymer (158); 8. Baldassarre Monti (149); 9. Anders Andersson (120); 10. Jari Suhonen (112).



Street bikes a go-go, Suzuki style

By Paul Carruthers
Photos by Larry Lawrence

With the WERA Grand National Finals as a showpiece and the scenic Road Atlanta race course as a backdrop, the 1991 Suzuki GSXR750 and 1100 were introduced to members of the press recently in Georgia.



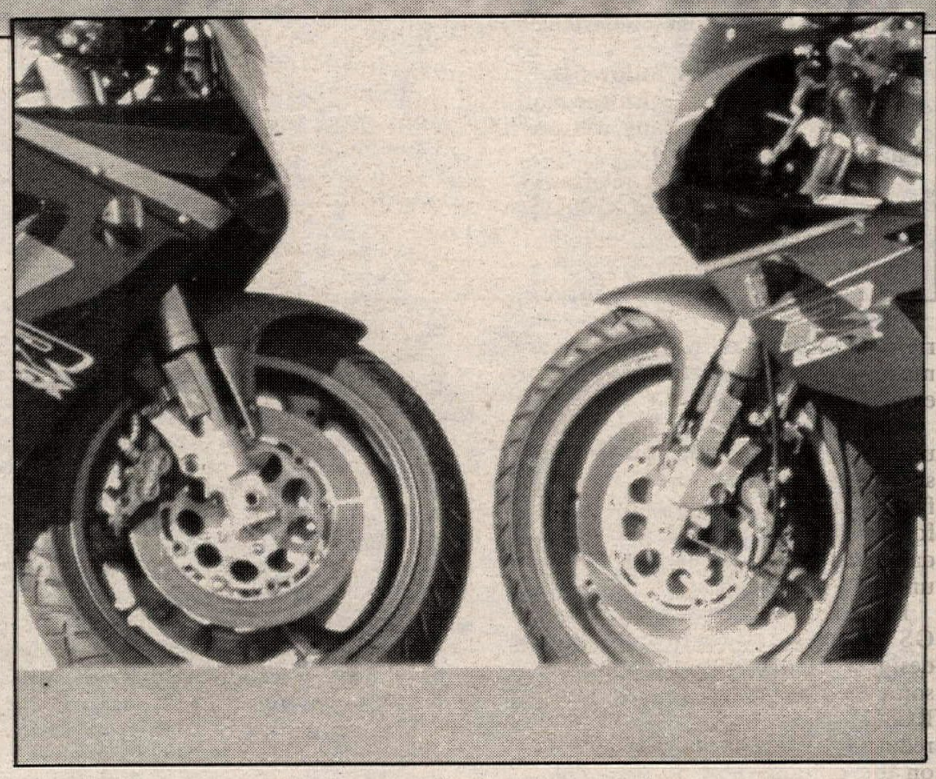
(Right) Both the 1100 and the 750 get upside down forks for '91 (see cutaway above), with the 1100 (left) using Kayabas while the 750 gets Showas.

Road Atlanta was a fitting stage for the journalists first ride on the new GSXRs with the fast, yet bumpy track providing an adequate test for the most featured change on the GSXRs — upside down forks.

The trendy front fork technology is featured on both the new Suzukis, but are made by different manufacturers. The 750 uses an all-new 41mm Showa fork, one that was used last year on the European and Canadian models, which features valving changes; the 1100's fork is a similarly-sized 41mm unit manufactured by Kayaba.

The fork's sensitivity to change has been improved on the 750's Showas with even a single click in adjustment making a difference; the fork features 12 compression/rebound damping adjustments and a full range of spring pre-load adjustability. The 1100's Kayabas have eight rebound/10 compression damping settings and fully-adjustable pre-load.

Internally, the fork is much the same, except that the spring is obviously now in the lower half of the fork. The triple clamps are also beefier for '91 and the steering head portion of the frame now has additional gusseting internally to give the unit strength. Rake (25.5°) and trail (100mm/3.9 in.) on the 750 is unchanged while the 1100 goes from a trail of 24.5° and a rake of 99mm to 25.5° and 91mm.



The fork on both bikes handled Road Atlanta's bumps and pavement transitions well, giving the rider a positive feel through the handlebars — a real confidence builder when running the GSXR into corners while on the brakes.

The fork also offers enough adjustment to keep serious racers busy in the pits, and street riders up nights in the garage. And both should be able to get the units dialed in for their respective tastes.

In addition to the new forks, the GSXR750 gets a non-adjustable steering damper in 1991, while the 1100 retains the use of the same unit it featured in '90. The 750's unit is made by Showa while KYB produces the damper on the 1100.

After riding the 750 with the steering damper, you wonder why it wasn't there on earlier models. The damper aids in keeping the bike pointed in the

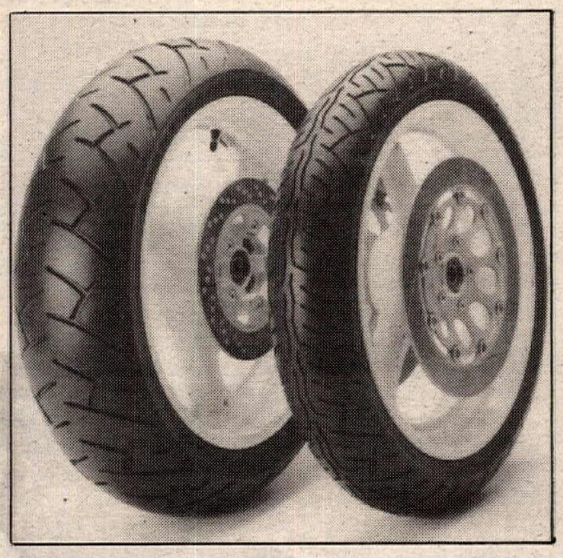
Suzuki GSXR1100M

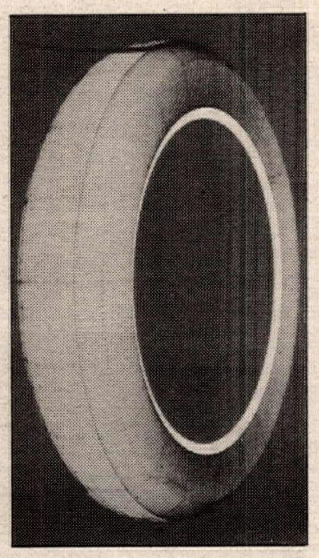
List Price	$7299	**Wheelbase**	57.7 in.
Displacement	1127cc	**Rake/trail**	25.5°/3.6 in.
Engine type	Air/oil-cooled, DOHC, four cylinder, four-stroke	**Seat height**	32.1 in.
Bore x Stroke	78x59mm	**Front tire**	120/70x17
Compression ratio	10:1	**Rear tire**	180/55x17
Carburetion	(4) 36mm Mikuni	**Front wheel travel**	4.7 in.
Ignition	Transistor	**Rear wheel travel**	6.2 in.
Transmission speeds	5	**Front brake**	Dual disc
Starting system	Electric	**Rear brake**	Disc
Fuel capacity	5.8 gal.	**Final drive**	Chain
		Claimed dry weight	498 lbs.

Suzuki GSXR750M

List Price	$6499	**Wheelbase**	55.7 in.
Displacement	749cc	**Rake/trail**	25.25°/3.9 in.
Engine type	Air/oil-cooled, DOHC, four cylinder, four-stroke	**Seat height**	31.7 in.
Bore x Stroke	70x48.7mm	**Front tire**	120/70x17
Compression ratio	10.9:1	**Rear tire**	170/60x17
Carburetion	(4) 38mm Mikuni	**Front wheel travel**	4.7 in.
Ignition	Transistor	**Rear wheel travel**	5.4 in.
Transmission speeds	6	**Front brake**	Dual disc
Starting system	Electric	**Rear brake**	Disc
Fuel capacity	5.5 gal.	**Final drive**	Chain
		Claimed dry weight	459 lbs.

New bikes, new tires





What's a new bike without new tires? With this thinking in mind, Dunlop has introduced a new radial tire designed specifically for use on Suzuki's 1991 GSXR750 and 1100.

Dubbed the D202, the front tire (120/70ZR17) uses current radial tire technology and employs two Kevlar belts laid on top (at an angle of somewhere between 16 and 18 degrees) of a true 90-degree radial two-ply carcass.

The tread pattern on the front features more grooves to give the tire more compliance and neutral steering characteristics.

The rear tire (170/60ZR17), which was developed in Japan, features an all-new construction design (Jointless Belt) where the two angled Kevlar belts are replaced by a single Kevlar cord that is wrapped around the circumference of the tire in one continuous piece. The lower sidewall design still incorporates an apex piece to stop the tire flexing on the rim flange.

The 0-degree Jointless Belt (JLB) design keeps centrifugal growth down, thus keeping the tread shape constant, according to Dunlop spokesman Tony Mills.

The tread design follows the current trend of less grooves, more slick area. Dunlop's goal with the rear tread pattern was to provide dry stability, while not forfeiting any wet traction. While there are fewer grooves, they are wider than normal.

The Dunlop/GSXR relationship goes back to the original 1986 GSXR which featured Dunlop K700s. Last year, however, the GSXRs came fitted with Michelin tires.

"We've tuned these tires to this motorcycle," Mills said.

right direction even when you need it most — on the bumpiest of corner exits.

Rear suspension on both bikes is unchanged. The 750 features a single-shock, link-type Showa that features fully-adjustable spring pre-load with four rebound and 12 compression damping settings. The 1100's Kayaba unit is of similar design.

Even a quick glance at the new GSXRs reveals their new fairing designs. The more-pointed nosepiece somewhat resembles that of Suzuki's RGV500 GP bike, and produces a reduced coefficient of drag (down 2.3% on the 750 and 3.5% on the 1100). In addition to its more-pointed design, the windscreen has also been lowered.

Other cosmetic changes include less bulge on the tail piece; a slightly wider rear seat; a recessed headlight and the addition of a running light; twin lenses on the tailight; and slightly different front fender mounts.

The riding position and controls are unchanged for '91, still offering go-fast riders the optimum riding position while possibly proving uncomfortable for long-distance touring. Both bikes feature adequate ground clearance and fairing grounding should be a thing of the past for the majority of street riders.

The 750 is still easier to ride than the 1100, allowing the rider to make transitions with less effort and thus quicker. But the 750 can't match the awesome power output of its big sister, and Road Atlanta's back straight was nothing more than a blur on the 1100.

The pair come fitted with new Dunlop D202 Sport Radials (see sidebar), and still feature 17-inch wheels at both ends.

Turning to the GSXR's respective powerplants we find more changes, albeit so slight.

The most significant change comes to the valve train. A new valve train sees each valve operated by an individual cam lobe and a single rocker arm; and valve lash is adjusted by a shim located at the top of each valve spring retainer. The valve train has been changed primarily to reduce inertial mass and mechanical loss. In addition, the 750 now uses higher rate GSXR1100 springs to reduce valve float at high rpm. The valve stems and guides have also been lengthened, although the valve sizes themselves remain the same.

The 750 has also undergone a valve timing change, with the intake timing going to an earlier time of 63° at bottom dead center from last year's 70°.

Valve adjustments are now simpler, according to Suzuki, with no valve-depressing tool required. Suzuki recommends valve adjustments at 3500-mile intervals.

The 750's cylinder head has been recasted for 1991 with the intake and exhaust ports reshaped to improve flow and cylinder charging. The center rib dividing each port has been moved back and features a more tapered edge. Additional machining on the valve seats has smoothed out the port to improve fuel flow.

The 1100's changes are in the intake only and not in the exhaust port.

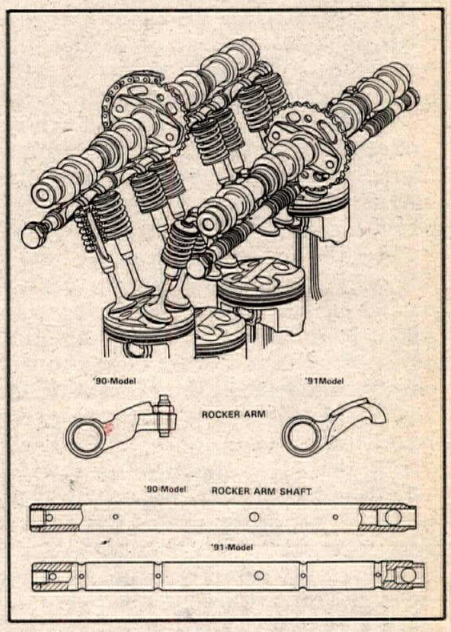
Suzuki spokesmen claim no peak horsepower gains, but say they were concerned primarily with power application — getting the power to the ground. Thus, the power is designed not to fall off as quickly.

For emission reasons, the 1100 will use 36mm Mikuni carburetors rather than the 40mm units used in the rest of the world. Like last year's model, the 750 will use 38mm Mikunis with the exception of California which gets 36mm carbs thanks to its more stringent emission regulations.

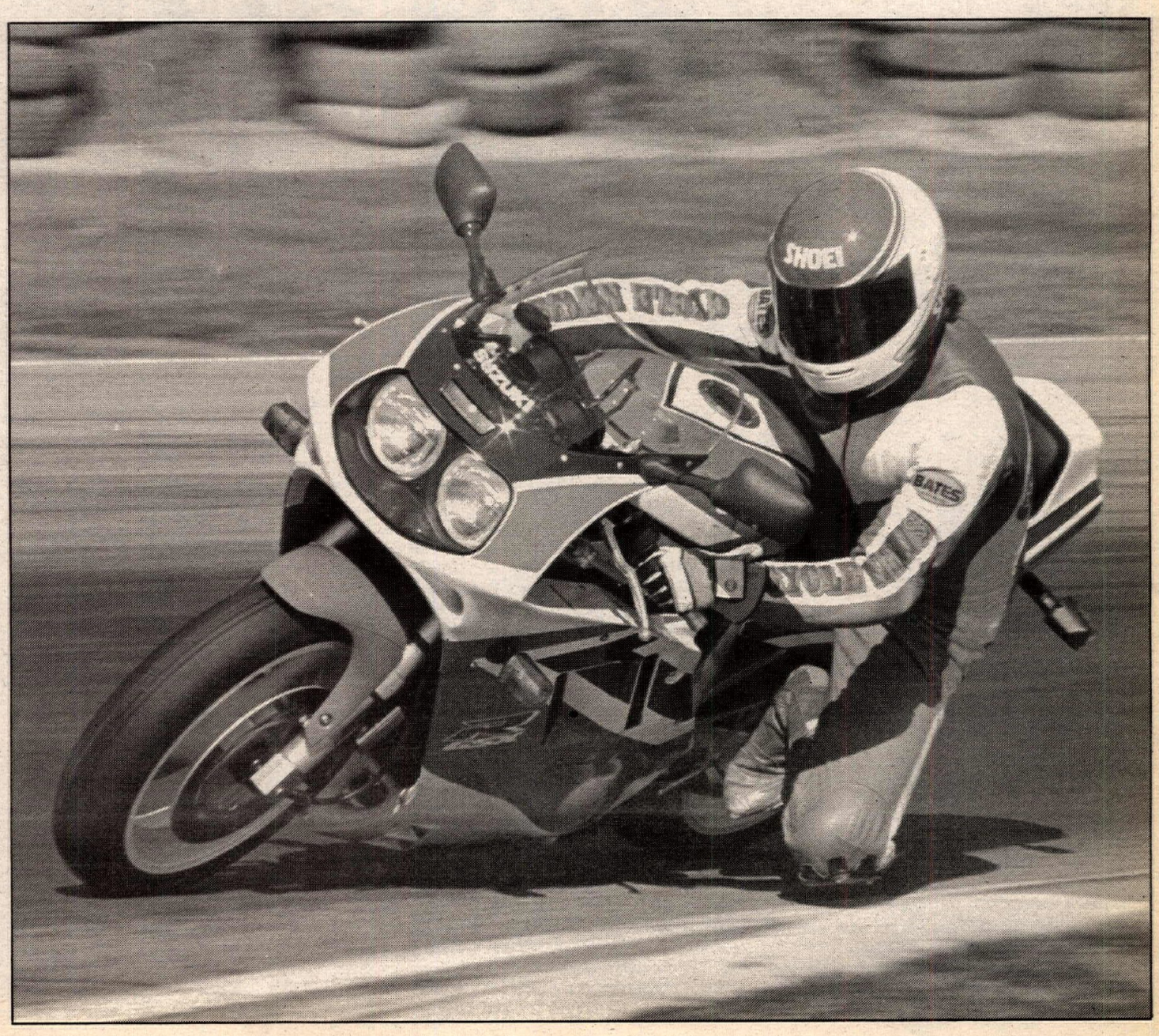
The 1100's five-speed transmission has been strengthened by using a double-row ball bearing on the countershaft. The 750's six-speed gearbox is unchanged for '91.

The new GSXR750 is available in blue/white and black/silver (purple accent, most notable wheels) color combinations while the 1100 comes in similiar blue/white livery in addition to its red/black color scheme.

The 750 carries a suggested retail price of $6499 with the 1100 selling for $7299. CN



(Above) The new valve train on the GSXR sees each valve operated by an individual cam lobe and a single rocker arm. (Below) The GSXR750 at home on Road Atlanta's 2.5-mile road course.



The jury's still out

By Alan Cathcart
Photos by Kyoichi Nakamura

The ongoing question of the exact basis on which the Norton Rotary racer's capacity should be assessed for World Championship road racing was settled at this year's FIM Congress in Hungary, with the rubber-stamping of the Road Race Commission's earlier decision to allow the radical rotary to compete on equal terms (i.e. on 1:1 swept volume basis) in 500cc GP racing for the next two years on a trial basis. This pragmatic decision, which marks the end of a three-year struggle by the new owner of the illustrious British marque, Philippe LeRoux, to convince the powers-that-be of the merits of Norton's case, is moreover fully supported by the Japanese manufacturers whose collective approach is to let Norton undertake an experiment into the merits of the Wankel engine at GP level, then see what comes of it.

"To be honest, none of us really knows for sure what sort of performance can be got out of the rotary in 500cc form, while still meeting FIM noise, weight and other regulations," says Yamaha's Paul Butler. "We figure that if Norton wants to try to make a competitive race bike, they'll be doing us all a favor by showing whether it works or not, as well as adding a lot of interest to GP racing. After two years, we'll take a look and see how it's worked out, and whether any adjustments need to be made."

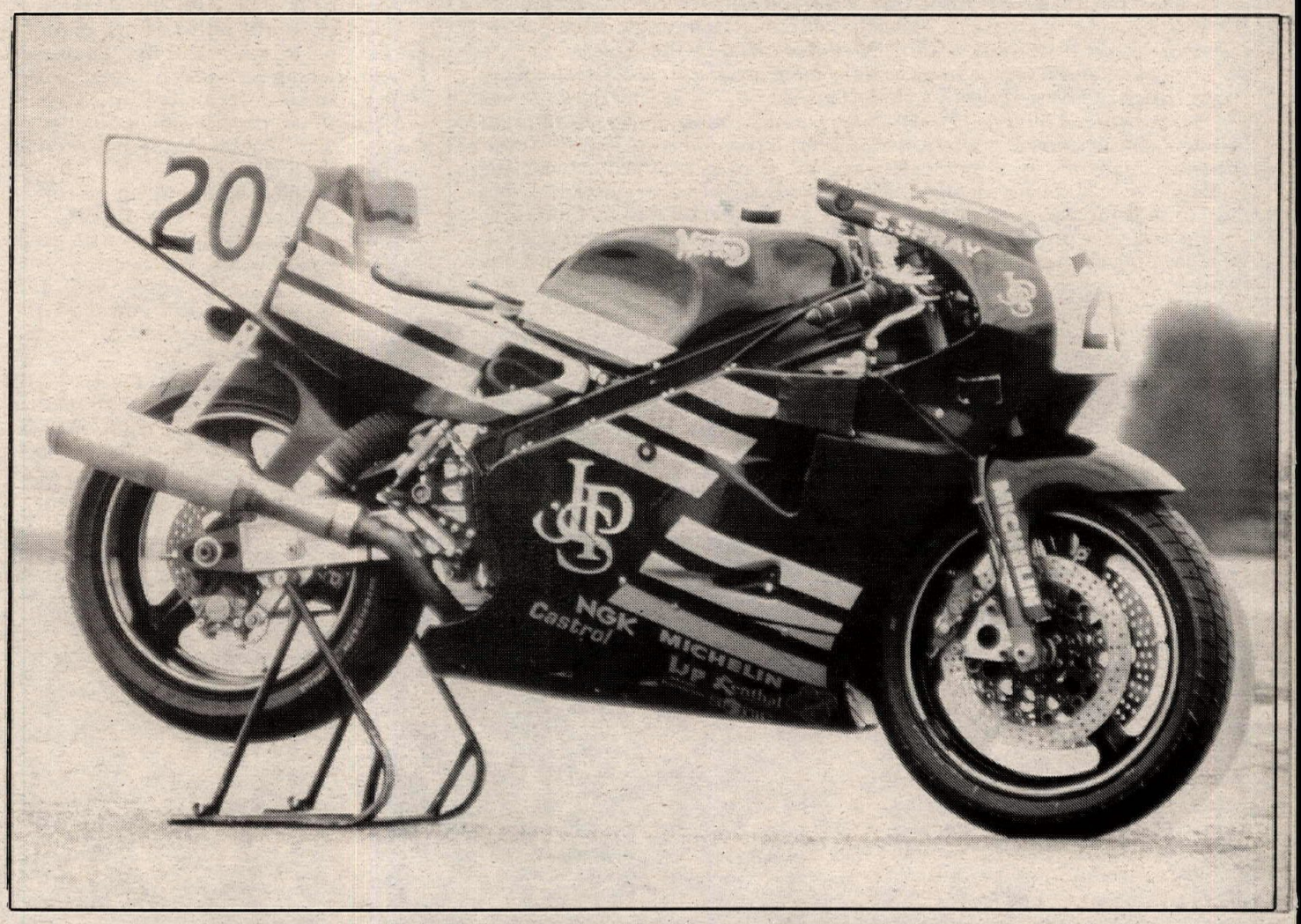
Having received the green light from the FIM, LeRoux's next priority will be to find the sponsorship necessary to design and develop an all-new 500cc GP rotary race bike, which if all goes well might perhaps take to the track for the first time at the end of next season, ready for a full GP campaign in 1992. But before then, Norton plans a further season of British and FIM TT F-1 Cup competition with the bike that has taken them this far along the road to repeating their road racing success of yesteryear, the twin-rotor RCW588 whose black and silver livery also revives another famous collaboration from Norton's past with their John Player tobacco sponsors. Together, Norton and JPS swept the British scene in 1989 with the debut version of the water-cooled RCW, with Steve Spray winning the British F-1 and Supercup titles, as well as setting a host of outright circuit lap records together with teammate Trevor Nation. But some embarrassingly inept performances abroad in Japan and Holland underlined the team's lack of organizational expertise, leading to internal rifts and the departure of team manager Nick Collis, who came out second-best in a power struggle with the creator of the Rotary racer, engineering boffin Brian Crighton, who had hitherto run the team practically on his own.

In spite of the internal soap opera, Norton finished the '89 season on the crest of a wave, leading Philippe LeRoux to attempt a more ambitious program of meetings in 1990 under the aegis of a new team manager, the legendary former Honda Britain race boss Barry Symmons who amongst others was responsible for molding the careers of Wayne Gardner and Joey Dunlop. Unfortunately, the chemistry between him and the brilliant but wayward Crighton didn't work any better, and especially not with chassis engineer Ron Williams, whom Symmons called in to try to resolve some of the Norton's persistent handling problems. Crighton again departed the scene before the end of the season, this time perhaps for good, leaving a big question mark over who will actually design the 500cc GP rotary that the factory plans to develop during the course of next season.

These personal squabbles might not otherwise be worth recording, were it not for the fact that firstly, Crighton is unquestionably the man who has been responsible for taking the Norton this far in terms of engine development and performance — the bike's undoubted strong point — and second, the results this season have been frankly disappointing, especially after 1989's all-conquering blitz of the British racing scene. Whereas last season neither Yamaha's Terry Rymer nor Honda riders like Roger Burnett or Carl Fogarty could keep Steve Spray in their sights, this year the tables have been turned, particularly so in the case of Rymer and fellow Loctite Yamaha rider Rob McElnea, who have dominated British racing whenever they could spare the time from their World Superbike commitments. True, Norton's Trevor Nation still looks like taking the British Superbike title, but only because Rymer and McElnea haven't bothered to contest it seriously due to absence abroad, but by the high standards the JPS team set in '89, they've not had the success they or their supporters must have expected, in spite of some encouraging results from the team's open roads expert Robert Dunlop with rostrum finishes behind Carl Fogarty's works RC30 in the Isle of Man and Ulster GP. Ironically, this may have worked to Norton's advantage politically, because a year ago with the rotaries blasting all opposition into the weeds on British circuits, the rest of the racing world was running scared and the dice were heavily loaded against them getting their prized 1:1 engine rating: too fast, said the scaremongers — especially those with Italian accents — so let's penalize them with a differential capacity formula. Twelve months later, those fears have receded, mainly because Rymer & Co. have shown the Nortons in their present form can be beaten by a good 750 Superbike in the right hands. That being the case, what hope could a 500cc version possibly have against the Japanese V4s in GP racing? An invitation to ride Steve Spray's rotary racer at a windy and initially very wet Snetterton provided the answer — well, sort of, given that a purpose-designed GP rotary will surely contain far fewer inherent compromises than the current street-derived engine which powers the RCW588.

Compared to the two previous air-cooled twin-rotor Norton racers I'd sampled, the RCW has a more extreme riding position, with the rider positioned noticeably higher at the back with more weight on his arms and wrists — in other words, a typical modern GP stance. The wide fairing with cooling vents set into its upper edges is capacious and all-enveloping and like the big seat was adopted this season in the search for better air penetration. But chassis consultant Ron Williams' main brief was to improve the handling of the Spondon aluminium twin-spar frame, painted a fashionable black for 1990 just like the Roberts Yamahas, with particular emphasis on getting the rear suspension working properly and reducing the tendency for the front end to wash out in turns — a problem I'd noted when riding both the '87 prototype and the '88 racing Nortons, and become reacquainted with this season on my own race bike, an 888 Ducati with Spondon chassis all but identical to that of the Norton, even down to the choice of White Power upside down forks. From the inadequate rear suspension travel, rearwards weight bias, insufficient swingarm droop and ultra-soft rear spring which afflicted my bike as delivered and required major alteration to amend, I can only deduce that Spondon has a nowadays unique philosophy in chassis design which causes real problems with 'normal' engines installed like the Ducati, and major ones with the unique rotary, whose 'shoebox' architecture devoid of cylinders, rods, pistons, valves and all those other bits and pieces that add weight to the front of a motorcycle presents a special challenge to the chassis designer.

The degree of effort required to hold the Norton on course round a long sweeper like Snetterton's Coram Curve confirms the rotary's Spondon chassis as a serious understeerer, reluctant to hold a tight line under power without a lot of bullying from the rider, and even then only with the greatest reluctance. Admittedly, there was a strong wind blowing that day which might have pushed the front end on this exposed corner, but it was impossible to power into the corner confident that you could get round without having to ease the throttle and pull the bike back into line. Raising the ride height at the rear, steepening the head angle to 23 degrees and fitting 26mm offsets on Spray's bike certainly make the Norton steer easily in slow corners like the Esses or Symmons' Folly, as the appalling new chicane inflicted on Snetterton by its previous track manager — who nowadays happens to be the JPS Norton team manager! — deserves to be known, but



While preparing a 500cc GP bike for the 1992 season, Norton will again campaign the twin-rotor RCW588 in 1991.

that's because you're taking them with the power off. Exit said chicane too enthusiastically in terms of taking a big handful of throttle to get an early drive out, and the massive wheelie which can all too easily thrill onlookers while giving the rider heart failure if he's not prepared for it is a further indication of the lack of weight on the front wheel — as well as the amazing torque and impressive power of the rotary engine.

Interestingly, in spite of the substantial stopping power afforded by the cast-iron PVM discs and their AP calipers which have really improved the Norton's braking performance over its air-cooled predecessors, it's nigh on impossible to get the back wheel waving in the air as is all too commonplace on the current breed of GP bikes, further indicating a rearward weight bias possibly affecting the Norton's handling.

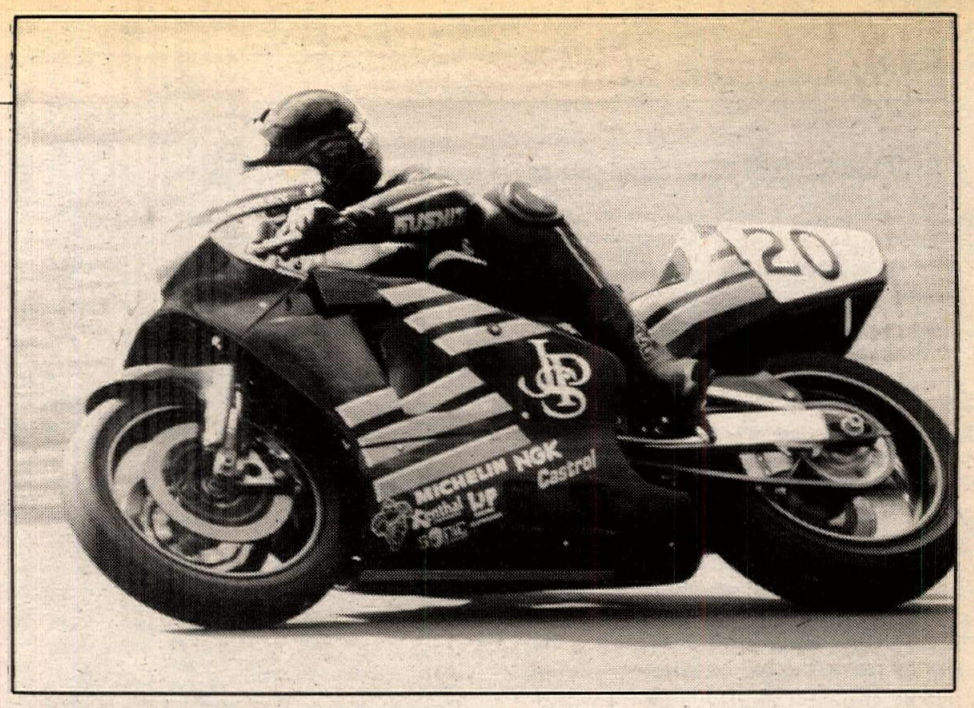
This readiness to wash out the front end wouldn't ordinarily be so much of a problem were it not for the unique nature of the rotary engine, which demands to be ridden with the power hand on or practically off in turns — you just can't rush into a corner like Coram or Riches and scrub off speed on the way in before gradually opening the throttle to feed in the power as the track opens up again on the exit, because the rotary's traditional dislike of part throttle openings is especially noticeable on the RCW: the others I've ridden suffered from this too, but not as badly as this bike. It has the same characteristics as a bike fitted with car-type mechanical (not electronic) fuel injection, which is designed to work properly only at full throttle: try to avail youself of the rotary's undoubted flexibility by progressively winding open the twistgrip, and the engine will start to misfire and hunt like a four-stroke with megaphonitis or a two-stroke being ridden off the pipe. However, the traditional means of dealing wiht these two problems — taking a big handful of clutch and winding the revs up to get back in the powerband — doesn't work with the rotary, which refuses to pick up and run cleanly again till you go through the time-wasting process of notching down a gear, closing the throttle and practically starting all over again. For this reason, riding a rotary racer reasonably rapidly requires a really radical technique and pretty intense commitment, revs to get it round corners properly — but then when you do that, welcome to the wonderful world of power understeer thanks to that lack of front end weight and the inadequate rear suspension design.

A current 500cc V4 GP bike like the Yamaha or Cagiva is easier to drive through turns than the Norton, in spite of the rotary's mile-wide power band and flat torque curve which the chassis fails to use to maximum advantage.

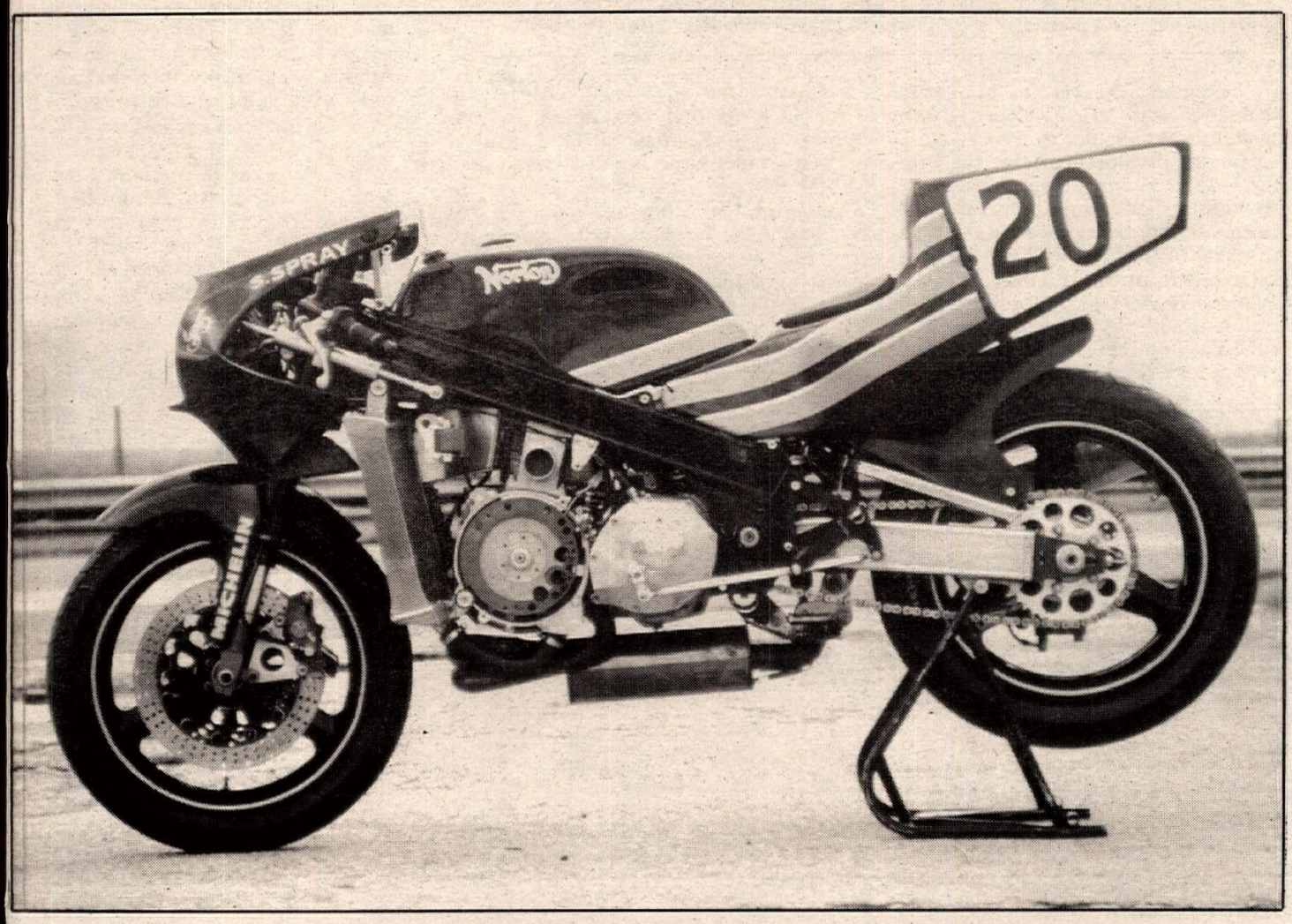
And wide and flat respectively they certainly are, with the RCW motor firing in a couple of steps as easily as a two-stroke thanks to the low 9-2-1 compression, before settling to a fast-idling burble which at peak revs changes to a unique shrieking exhaust note halfway between a Japanese superbike and a V10 Renault F-1 engine. In spite of more radical porting on the peripheral ports which is one of the secrets to competitive rotary power, the RCW still behaves like an electric motor, pulling from 2000 rpm without slipping the clutch and building power and revs with impressive speed up to the 11,700 rpm redline at which the rev-limiter is set to cut in on one cylinder via the hall-effect CDI ignition. In practice, you never need to rev it this high, since peak power (declared at 140 bhp at the gearbox in current guise, though over 150 bhp has certainly been on tap at one stage and may still be for all we and the FIM decision-makers know) is obtained at 10,500 rpm, with maximum torque at 8000 revs. However, the bike seemed happiest if revved to 11,000 rpm in the gears, since the widely-spread ratios of the road-derived gearbox whose ancestry lies deep in the Triumph history books and this lacks any capacity to change internal gearing militate in favor of doing so.

The Norton's acceleration is truly awe-inspiring in spite of the rather high declared weight of 341 lb. in current form — curious when one considers that the last air-cooled bike scaled 319 lb. and that the principal reason for going to water-cooling for the 1989 season was to save weight thanks to the elimination of the massive, and heavy, finning of the older motor. The RCW broadly feels to have the performance of a two-year old 500cc V4, with the important difference that the stepless power delivery and vast powerband make it far easier to control the output via the rear tire, without any sudden surges in delivery liable to unhook the rear end such as even the most progressive power-valve system on a V4 two-stroke will inevitably offer. The large-diameter flywheel fitted to the left end of the rotor shaft tames some — but not all! — of the huge amount of bottom end torque, making it easier to exit slow corners like the Esses without looping the loop once you realize this is a serious possibility with the front-end happy chassis and massively torquey engine, while revvying the bike to 11,000 in the gears rather than short-shifting to keep the front wheel on the ground as you might on a GP two-stroke prevents wheelies in the intermediate gears which the bike is otherwise quite prone to pulling. A trait the rotary does share with the 500 clan of today is straight line instability when you hit a ridge of bump in the road surface: what happens with the Norton is that the front wheel pops up in the air and the bike starts to shimmy when it touches down again, even with the steering damper done up two notches from max — any more, and you'd never get round Symmons Folly without making a three-point turn. And there's no reverse gear fitted . . .

Ah yes — the gearbox. Well, there's no ignoring this and no way to be polite about saying it: the 5-speed transmission with its duplex chain primary drive fitted to the RCW is just plain awful, and that's the honest truth, as is the fact that a gearbox designed to cope with not much more than 50 bhp in Triumph road form should not be expected to take almost three times that output without problems. As fitted to the previous rotary racers I've sampled the change was always slow and it was impossible to come down the gears two or more at a time as you would want to do with an engine that is happiest under power so that it demands to be ridden two-stroke-style. All that is still true — try to hurry the change and it'll baulk, especially on a downward change which may well, ahem, leave you sailing into a corner in an unwanted neutral, trying desperately to find a gear while at the same time fending off the encroaching tire wall. But now the upward change is almost as bad and very awkward, because Norton engineers have obviously had to undercut the dogs so greatly to avoid the gearbox jumping out of gear thanks to the hefty increase in power output that the result is a notchy, harsh and mechanical change that practically requires you to lift your left foot off the rest in order to hoick it into the next gear higher. Sometimes the change is so stiff in either direction that it seems for a moment as if it's stuck in gear — but no, you just need to practically kick it and it will change, after all. Eventually. By this time you're either bouncing the rev-limiter or about to



The author found the RCW588's acceleration to be "awe-inspiring." He was less complimentary about the five-speed gearbox, calling it "plain awful."



At a claimed 341 pounds, the Norton water-cooled RCW588 is 22 pounds heavier than its air-cooled predecessor.

take a corner at least one gear higher than you'd intended to (that's if you're lucky and it's not hit a neutral!), all of which is scarcely conducive to fast lap times. My best lap of 1 minute, 16.4 seconds at Snetterton (against Steve Spray's 1:13 3 at the Race of Aces) included a false neutral going into Riches, and I'm convinced that the gearbox defects alone are worth over a second a lap at Snetterton to Messrs. Spray and Nation, simply because of the time it takes to change gear. Of course, it's quite impossible to change up, without the clutch, which must be a major handicap in the Isle of Man or anywhere else where you need all your strength to make the bike go where you want it over bumps and can't afford the luxury of taking your fingers off the bar to change upwards using the clutch. In fact, a lot of work on the mechanism of the now dry multiplate clutch by the team has smoothened up the action no end: it's the gearbox that lets the side down badly still, as a result of which you try to use it as little as possible, using that wide powerband and flat torque curve to hold the bike in gear while you scream the engine to 11,000 rpm and more along the short straight between Riches and Sear, or from the Esses to the Bomb Hole. After a while, you learn the Approved Technique of riding this fast but flawed motorcycle, which is to get your down-shifting done early for a given corner so as to leave a certain margin for error, but then use the rotary's almost total lack of engine braking to coast into turns with the power off and the clutch home, while braking very hard and late.

The Spondon chassis steers well off the power, so tip it in to the apex and try to maintain momentum as you prepare to take a big handful of throttle just as you hit the apex. Be ready to fight hard to pull the bike back on the line you want it to follow rather than the one it wants to go in which will be towards the outside of the turn: shift your weight forward on the tank and try to keep the front wheel on the ground as you look for the early drive out of the corner without your progress being impeded by the spluttering and misfiring you'll certainly encounter if you try to feed the power in slowly and gradually.

In other words, this is a bike that demands to be ridden in an all or nothing manner, and it is most definitely *not* an easy machine to ride at anything approaching competitive speeds. Messrs. Nation, Spray and Dunlop: Take a bow!

Not easy, but fast, even if this season the Yamahas especially seem to have had an undoubted edge over the rotary racers even in the power stakes where Norton was previously top of the class.

"When I took over running the team in December '89, certain budgetary decisions had already been taken which meant we did little or no work on engine development over the winter," admits Barry Symmons. "We thought we had enough power in hand to enable us to keep ahead of the field in 1990, but that turned out to be a false assumption, mainly because Yamaha made a big effort to get on terms in World Superbike, which rubbed off on their British F-1 team.

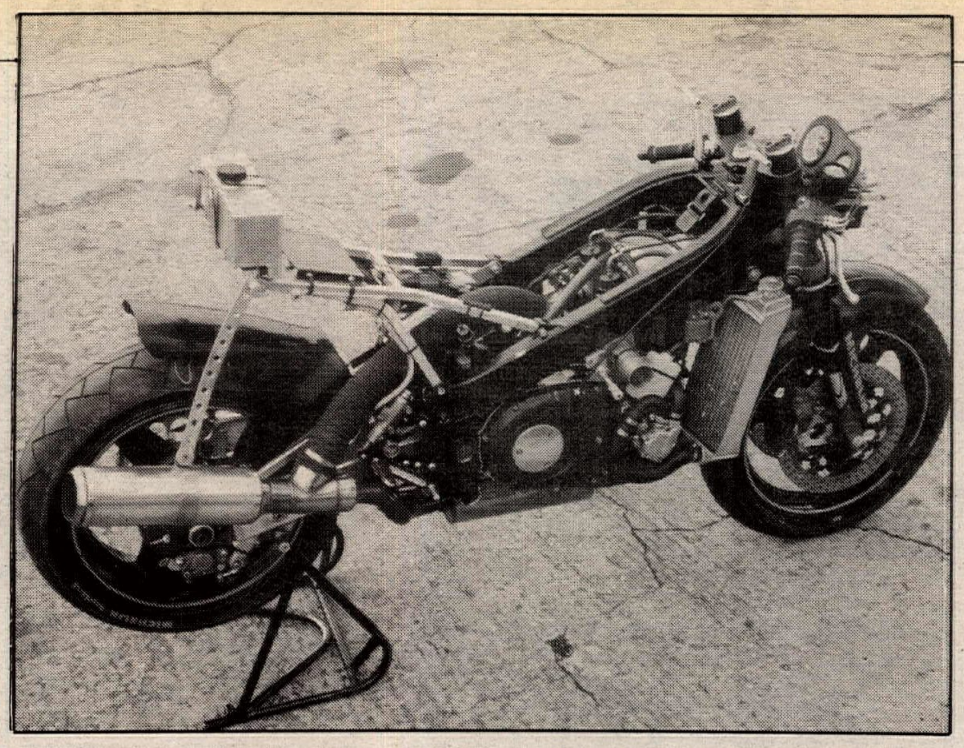
"We also changed tire manufacturers from Dunlop to Michelin due to some inconsistencies in the supply of rubber we'd been getting, and the extra grip of the Michelin rear definitely exposed a chassis problem by emphasizing the lack of weight on the front wheel which we can only completely resolve by building a new chassis which addresses the peculiarities of the rotary engine effectively. Ron Williams is already designing that frame, which we'll be racing with in 1991. We will also have a new engine based on the P55 unit in the F-1 road bike which will have the six speed Yamaha gearbox — we've checked, and the close-ratio FZR cluster fits nicely — and I hope also a gear primary drive. Because the Yamaha gearbox has only two shafts (output and input) rather than three as on our present unit, we'll turn the engine round 180 degrees as on the F-1, so that it will therefore run in the opposite direction to presently, which will also improve the handling, as Honda found with the NSR500, as well as allow us to site the inlet and exhaust ports at the front of the engine which will improve carburation and allow a better exhaust run.

"Finally, we'll also be able to control heat absorption better with the new chassis, and that was definitely a problem before, because the rotary runs so hot — about 1100 degrees Centigrade. Heat buildup was causing the rear suspension linkages to seize up, which obviously affected the handling adversely as well," Symmons said. "There are lots of other detail changes planned, but one thing we won't be doing is building a bike to go racing in the World Superbike Series — we'd have to homologate our forth-coming new chassis to be competitive, and there's obviously no hope of a small company like ours building 200 customer versions in time — 50, maybe; 200, no. So for '91 we plan to contest the TT F-1 FIM Cup again as well as the major British events and maybe a couple more races aboard than we did this year, while hopefully working on our Grand Prix bike for 1992."

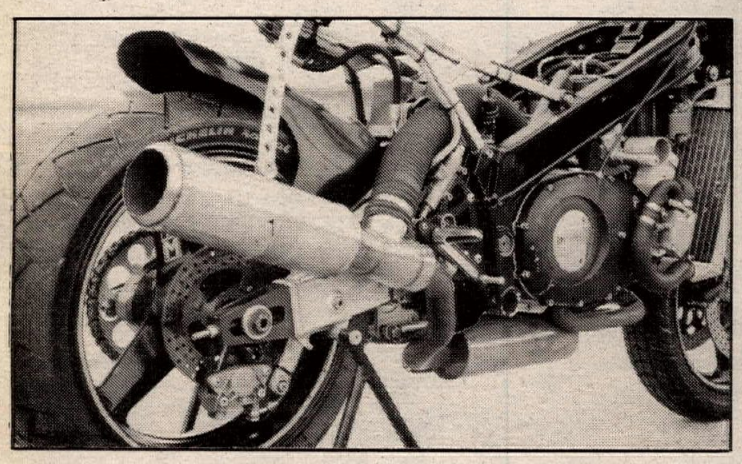
Sounds like the small but dedicated staff of just nine people in the Norton race shop — hardly the megabuck effort their outwardly professional race track presence would seem to indicate — will have their hands full this winter. But how does Barry Symmons view the 1990 season just ended, in view of the criticism he's attracted from at least his erstwhile colleague Brian Crighton that Norton has gone backwards, not forwards, this year?

"There's a simple answer to that, in terms of statistics," Symmons replies. "My brief when I joined Norton was to provide a proper race organization and especially to improve reliability. It's true that in 1990 up to the end of August we'd only won 11.84% of the races we'd entered as against 15% in 1989, for the reasons stated already, but whereas in 1989 Norton retired in 27% of their races with mechanical problems (Trevor Nation alone broke down in over 70% of his rides), this season we're down to 5% non-finishes, and that's a big improvement we can all be proud of, especially as for budgetary reasons we're racing the same bikes this year we were last. If we can achieve the same sort of reliability with our new machines next season and hopefully the same results or better, I think we'll have a strong basis to build on for going GP racing in 1992."

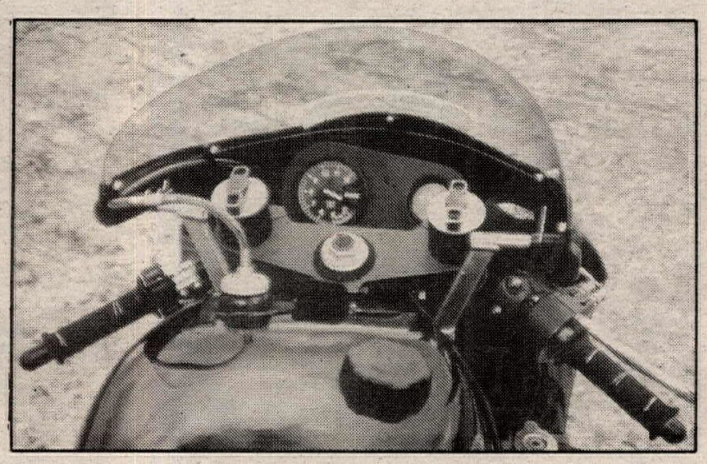
So, the bottom line is that Norton recognizes they made a tactical error by going racing this season with the same bikes as last season, a flawed but fleet rotary racer that has still enjoyed a remarkable degree of success in 1990 in the increasingly competitive British scene. But by the time this became apparent, it was too late to do anything about it. In terms of overall comparison with a modern 500 V4, the jury's still out on the Norton rotary, but the performance of their new bike next season will provide a more telling pointer to 1992 and the hopeful debut of the first works Norton to race in the 500 GPs since 1955. CN



The aluminum twin-spar Spondon frame, painted black for 1990, is a "serious understeerer," and presented a challenge to chassis consultant Ron Williams.



The exhaust system is called on to vent exhaust from the rotary engine which runs at approximately 1100 degrees Centigrade.



Peak horsepower, a claimed 140, is reached at 10,500 rpm, but our tester said "the bike seemed happiest" at 11,000 rpm.

Specifications

Norton RCW588

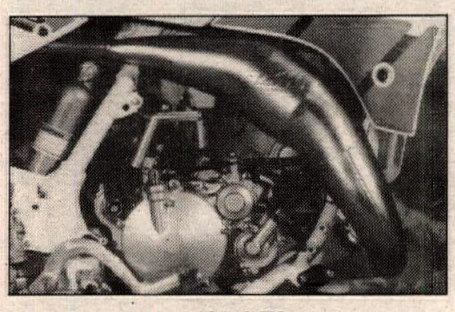
Engine type	Water-cooled twin-rotor rotary
Bore x stroke	2 x 294cc swept volume trochoidal chambers (16cm x 11 cm)
Displacement	588cc (rated as 999.6cc twin by FIM for TT F-1 racing under 1.7:1 rotary factorisation rule, currently applicable)
Horsepower	140 bhp at 10,500 rpm at gearbox
Compression ratio	9.2:1
Carburetor	2 x 36 mm Amal smoothbore
Ignition	Norton hall-effect triggered CDI
Gearbox	5-speed with duplex chain primary
Clutch	20-plate dry multiplate with sintered bronze friction plate and diaphragm spring
Chassis	Spondon fabricated aluminium twin-spar frame
Front suspension	White Power inverted telescopic forks (54 mm outer/upper tubes/41 mm inner/lower)
Rear suspension	Fabricated alloy swingarm with single White Power unit and rising-rate linkage
Wheelbase	54.5 in./1385 mm
Rake	23 degrees
Front brakes	2 x 310 mm PVM cast iron discs with four-piston AP caliper
Rear brakes	1 x 210 mm PVM cast iron disc with two-piston Brembo caliper
Front wheel/tire	12/60-17 Michelin radial on 3.50 in. PVM wheel
Rear wheel/tire	15/61-17 Michelin radial on 6.00 in. PVM wheel
Weight	341 lb.
Weight distribution:	52/48%
Year of construction	1989
Top speed	189 mph

Santa won't run out of fuel while making his rounds on a Suzuki DR fitted with an International Motor Sports (IMS) 3.5-gallon fuel tank. The IMS tank fits on the stock mounts and retains the stock petcock so that any elf can mount it, plus the tank is claimed to cut two pounds from the stock weight. Available for $169.95 from IMS, Dept. CN, 1189 La Cadena Dr., Riverside, CA 92501, 714/781-5849.

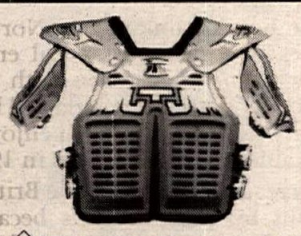
Yoshimura's Cyclone Tip Performance Exhaust System features a completely redesigned exhaust baffle with a new machined and welded turned-down tip. Available in polished aluminum or heat-resistant gloss black for $315 from Yoshimura, Dept. CN, 4555 Carter Court, Chino, CA 91710, 714/628-4722.

Hein Gericke now makes their California II jacket in large women's sizes 1X, 2X and 3X. Made of drum-dyed medium weight glove leather with a zipper-controlled ventilation system, snap-out Thermoliner, perforated nylon taffeta lining and elasticized leather waistband and cuffs. Available in antique brown with antique brass zippers from your local Hein Gericke dealer, or for a dealer near you contact Intersport Fashions West, Dept. CN, 333 S. Anita Dr., Ste. 1025, Orange, CA 92668, 714/978-7718.

Video cassettes make great holiday gifts that anyone will enjoy year 'round, and you can get 'em right here in the Cycle News Action Theater. We've got cassettes covering many of the 1990 Camel Supercross Series rounds, selected National MX events, the complete 1990 Camel Pro Dirt Track Series, World Championship GP road racing, touring and road riding, speedway, enduro, instructional, crashes, and vintage. See the complete listings and order form elsewhere in this issue, or contact Cycle News Products, P.O. Box 498, Long Beach, CA 90801-0498, 213/427-7433.



Give your new '91 MXer some more zip for the new year with an FMF Gold Series exhaust pipe. Each computer designed, extensively tested pipe is claimed to have the best fit, mounting brackets and flanges, and the strongest steel construction. Plus the nickel plating keeps it from rusting. Available at your dealer for all 1991 MXers for a suggested retail price of $159.95. For more information, contact FMF, Dept. CN, 25950 Belle Porte #1, Harbor City, CA 90710, 213/539-6884.



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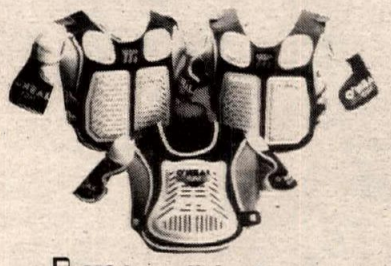

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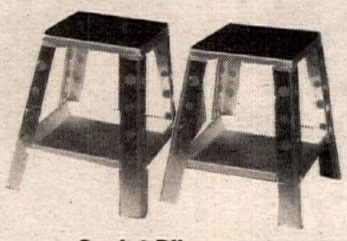

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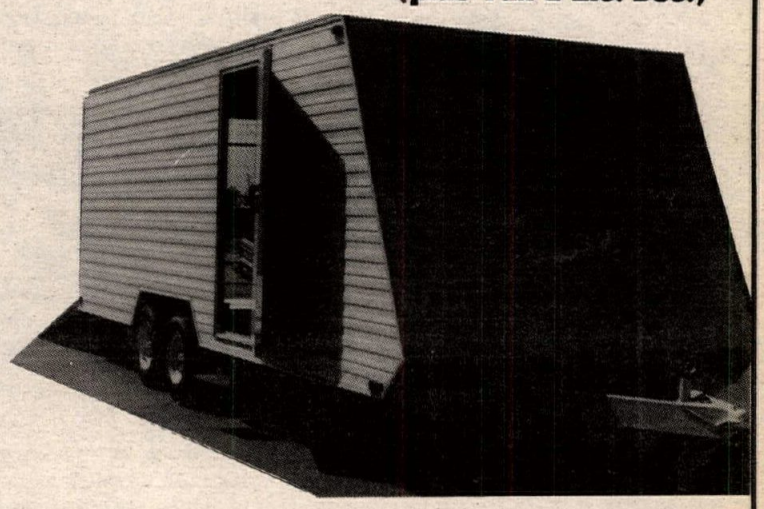

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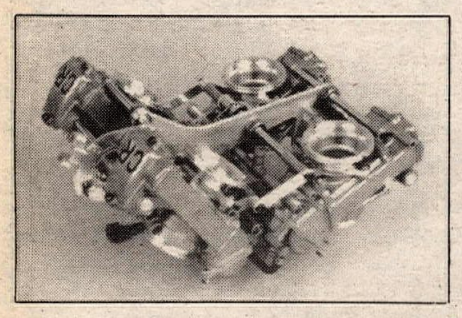
CHRISTMAS GIFT GUIDE

Keep your favorite motorcyclist warm and protected this holiday season with Motoport's Cavour or Corsa leather jacket. The Cavour (left) is styled after the classic bomber jacket and has large front pockets, hidden front zipper and is fully satin lined. The Corsa (right) is made of lightweight, soft nappa leather and features deep side pockets and a full printed lining. Both are available for $279.00 from Motoport USA, Dept. CN, 7720B El Camino Real, Ste. 504, Rancho LaCosta, CA 92009, 800/777-6499.



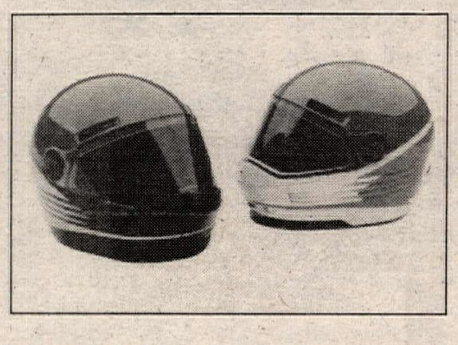
The Keihin flatslide downdraft racing carburetors for the Honda RC30 and 1990 VFR750 feature smooth, roller-bearing action, accelerator pump and precise tuning capabilities. Each set comes complete with twist throttle assembly and cables, all necessary hardware, hose lines and clamps. For more information, contact Sudco International, Dept. CN, 1824 E. 22nd St., Los Angeles, CA 90058, 213/747-5308.

If there's a road racer on your list you may want to check out the Team Vance & Hines Racing T-shirt featuring team rider Dave Sadowski charging through a corner on his Yamaha OW01 superbike. Five-color silk screened graphics are printed on a 100% cotton shirt. Available for $8.95 from your local dealer or direct from Vance & Hines, Dept. CN, 14010 Marquardt, Santa Fe Springs, CA 90670, 213/921-7461.

Make sure your new '91 MXer breathes cleanly with the Ultra Seal air filter from Uni Filter. The separate, dual-layer Ultra Seal filter features a grease groove which distributes grease through two soft foam rings when tightened into position for an air tight seal. Available for all popular MX machines from your local dealer, or contact Uni Filter, Dept. CN, 1630 S. Sinclair St., Anaheim, CA 92806, 714/939-6300.

Acerbis now makes OEM replica plastic for selected 1990 250cc MX machines that utilizes all stock hardware yet has slightly changed styling for a fresh look. Available in various colors for Honda, Kawasaki and Yamahas for $24.95 for rear fenders, $35.00 for radiator shrouds and $45.00 for side panels. For more information, see your local dealer or contact Acerbis USA, Dept. CN, 10911-H Wheatlands Ave., Santee, CA 92071, 619/562-1440.

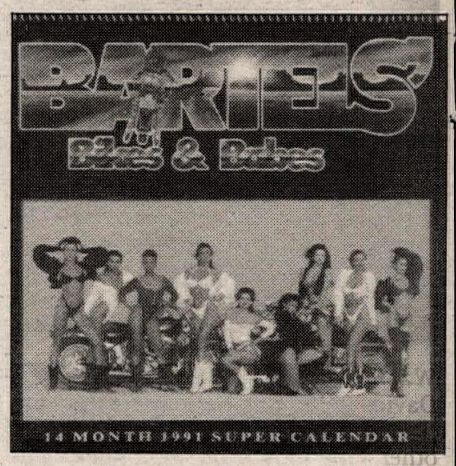
Keep your favorite off-roader looking cool this holiday season with Rosa's paint-splattered Scott USA goggles. California artist Jim Rosa applies his unique Electric Splat technique to create a one-of-kind, multi-colored splatter paint pattern on the goggle frames. Available at finer dealers for a suggested retail price of $33.95. For more information, contact Rosa, Dept. CN, 3419 Via Lido, Ste 171, Newport Beach, CA 92663-3908, 714/298-1639.



Hondaline's Supersport Pro helmet is made by Nolan and features a strong, lightweight Antrocol shell with a fully adjustable vent system and quiet, comfortable interior. Available in blue, white, red, silver or black color schemes with a clear coat finish and removable Honda logo at Honda dealers.

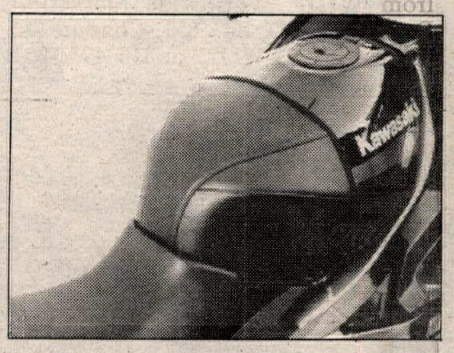
Stick an AXO license plate frame under the tree and spruce up someone's car or truck. Each frame is made of durable plastic and screen printed in a rainbow color pattern, plus it's pre-drilled for quick installation. Available for a suggested retail price of $10.00 from AXO Sport-America, Dept. CN, 24950 Anza Dr., Valencia, CA 91355, 805/257-0474.

Stay warm this holiday season with the official Team Vance & Hines/Yamaha jacket. The jacket is fashioned in the official black/violet/yellow team colors with Yamaha and Vance & Hines logos on both lapels and features insulated nylon construction, heavy-duty front zipper that pulls up into a turtle-neck collar, wind-proof zipper flap that snaps closed, elastic cuffs and waistband, and two large zippered pockets. Available in S-XL sizes at a suggested retail price of $69.95 from your local dealer, or contact Vance & Hines, Dept. CN, 14010 Marquardt, Santa Fe Springs, CA 90670, 213/921-7461.



The Bikes and Babes 1991 calendar from Bartels' Performance Products is a gift to enjoy year-round. Each month features a full-color photo of a model posed with a Harley-Davidson motorcycle. Available for a suggested retail price of $10.95 from your local dealer, or contact Bartels' Performance Products, Dept. CN, 9461 Jefferson Blvd., Culver City, CA 90232, 213/842-8081.

Clarke's 3.1 gallon plastic gas tank for the Honda CR250 is one gallon larger than stock but the dimensions across the tank are no larger than the stock unit. The Clarke tank comes with a larger cap and utilizes the stock mounts, petcock and radiator shroud. Available in matching Honda red, white or natural for $98.50 plus postage from Clarke Plastic Products, Dept. CN, 29032 S. Salo Rd., Mulino, OR 97042, 503/829-2156.



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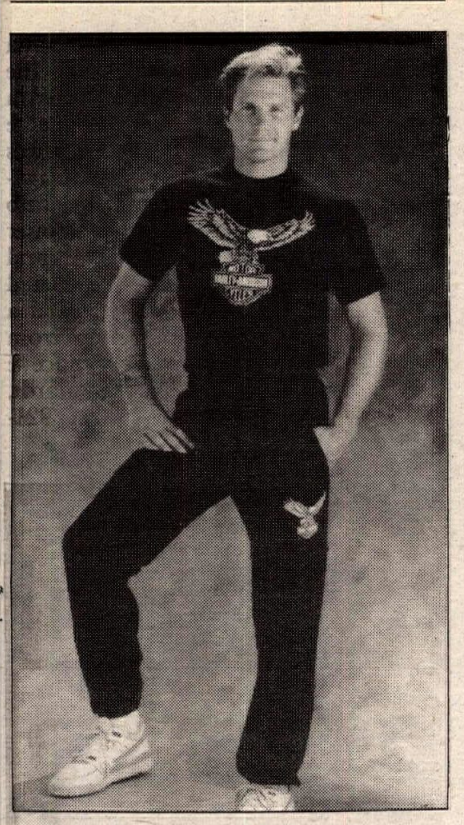

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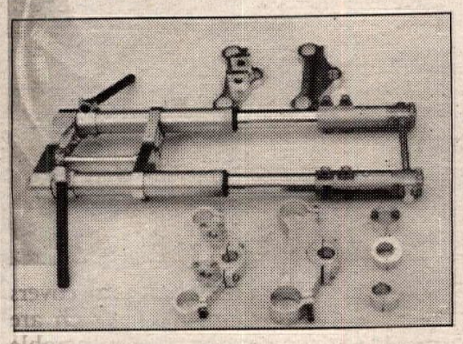

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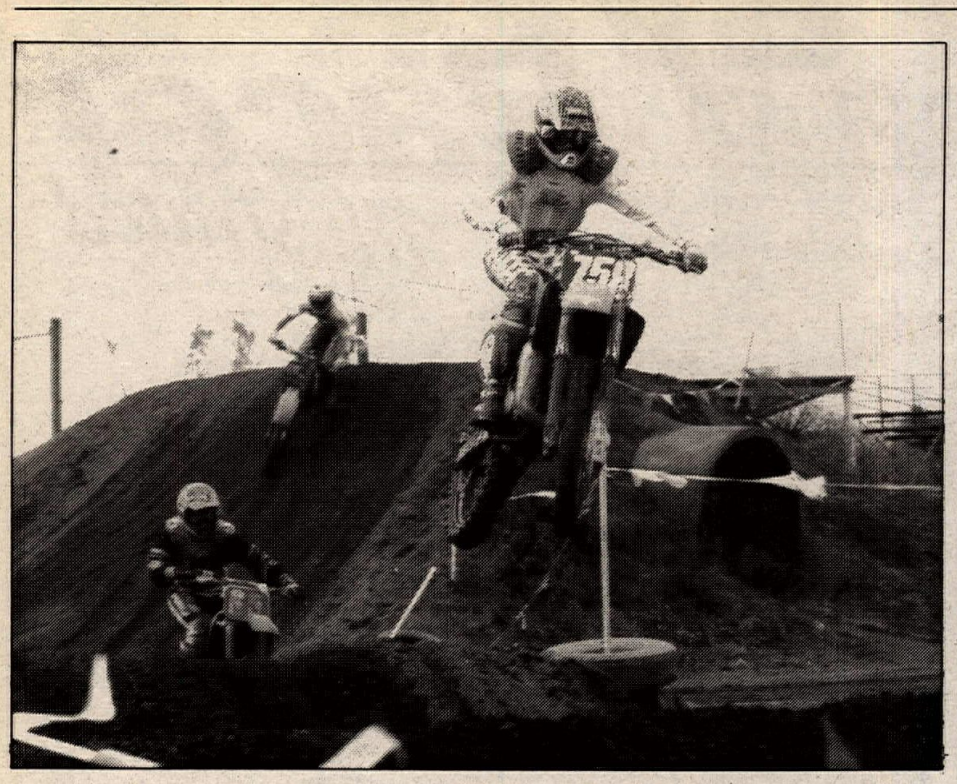
LOCAL EVENTS



Kenny Olsen (758) leads winner Jeff Daily (65) and Trevor Portner in the 125cc Pro class at Albany Supercross. Olsen ended up finishing runner-up.

Drafs burns 'em up at Dirty Dog Hare Scrambles

By Paul Nielsen

BELLINGHAM, WA, NOV. 18

Scott Drafs rode his Suzuki RMX250 to first place in the Open A class and first overall at the Dirty Dog Hare Scrambles, hosted by the Mt. Baker Motorcycle Club.

The Open A class were the first to start the three-hour run, and Drafs grabbed the lead when the flag dropped. However, Jason Dahners was the first rider to the punch barrels with a minute lead.

"I was having arm pump-up and just couldn't hold him off," said Drafs.

Jeff Odem arrived behind Drafs, with Jeff Barlow and Scott McLaughlin rounding out the top five. The next loop, Dahners had 70 seconds on Drafs with Odem, Barlow and McLaughlin holding their positions. Dahners maintained his lead until the sixth lap when Drafs arrived at the barrels right with him.

Drafs gained the lead in the seventh lap. Odems and Barlow held their positions, while McLaughlin stopped in the pits with mechanical problems. Steve Moeller, riding in the 250cc B class moved into the fifth position. Dahners stopped in the pits to replace a broken shifter, while Drafs extended his lead.

With a 10 minute lead on the ninth lap, Drafs finished with a comfortable advantage. Odem rode his 125 KTM to first place in the Under 200cc A class and third overall. Barlow and Moeller made up the top five.

David Lykke topped the C class, while his father claimed the Senior class.

Results

OVER 200 A: 1. Scott Drafs (Suz); 2. Jason Dahners (Suz); 3. Jeff Barlow (KTM).
UNDER 200 A: 1. Jeff Odem (KTM); 2. Scott McLaughlin (Hon).
OVER 200 B: 1. Steve Moeller (Suz); 2. Mike Keglby (Kaw); 3. Martin Jewll (Kaw).
C: 1. David Lykke (Hon); 2. Brian Swanson (Kaw); 3. Garry Wright (Kaw); 4. Mark Hergret (Kaw).
SPTSMN: 1. Stan Harris (Yam); 2. Steve Dahl (Kaw); 3. Brian Dahl (Hon)..
UNDER 200 B: 1. Loren Ham (Kaw).
SR: 1. Greg Lykke (Hon).
S/SR: 1. Alan Drafs (Suz).
LADIES: 1. Angee Turner (Yam).

Silvestri wails at Wilseyville HS

By Bill Spencer

WILSEYVILLE, CA, NOV. 11

While a few veterans of foreign wars and cycle battles were in attendance at the Blue Mt. Timber Wolves' annual Wilseyville Hare Scrambles, it was the kids that dominated to take home the big plaques. Steve Silvestri captured the top prize with yet another overall win on the D-36 tour. Riding his Redwood City-backed CR250 Honda and leading all seven laps, Silvestri beat out Eric Mashbir by one minute and 40 seconds.

"I knew I could cruise and not worry about points, but I got a good start and just sort of cruised to see if anyone would catch up," said Silvestri.

Only Mashbir and MXer Larry Coleman played close, although Brad Halcomb kept his Suzuki within range, should anybody falter.

The 24-year-old rider sewed up the District Blue Plate the week prior and just added some fine frosting over the 10.2-mile course that was well laid out, albeit dusty from the four years of drought in the area. Dan Reger was second through the home check at the end of the first lap that saw Silvestri lead out of camp by a few yards and then extend the lead to over a minute.

Brad Halcomb had third overall over Coleman, with Mashbir in close tow for fifth. Eric Schaffer led the Vet Experts in sixth, with Tom Barbero right behind and Sean Lollar ninth. Bill Maxim rounded out the top 10.

Silvestri's second lap took nearly 23 minutes with the same advantage — one minute and 10 seconds — but this time over Coleman, with Mashbir another minute behind, then Halcomb some 35 seconds more and Reger back to fifth. Pit stops were happening and it was a strange sight to see Vet Expert Tom Barbero in the pits, while Bill Maxim waited on the course right outside, for his return something about letting somebody else lead besides the older guy.

Camel Pro Series regular Chris Carr limped back to camp with a motor problem.

"I sucked up something bad," said Carr, as he went to work crewing with other members of the Lodi M.C.

Silvestri pitted on the start of the fourth lap, still with the lead, but left with Coleman only some 15 seconds behind. Ed Haymond was brought back to camp after crashing and then finding out that the radiator on his Yamaha had a leak, and it seized.

Coleman came through the check first for what was to be the start of lap five, but headed for the pits with a flat front. He returned quickly, but just for fun, as his green scoot was suddenly red. Silvestri went by with the same lead, again, over Mashbir and Halcomb.

Silvestri got out of camp for the seventh lap with Mashbir about a minute and a half in arrears and then nine minutes until Holcomb came by over Coleman and 125cc A class winner Mark Myers. Barbero kept up the pace for first Vet over Maxim, as the only others to make seven laps. Shaffer came to the home check with about 20 seconds before the two and a half hour, and took second Vet A in front of Chris Riddle.

Eddie Edgyed was second to Maxim in the Senior A division with Pete Francini closing up on points leader Haymond, with only the Lilliputian event left on the 1990 calendar. Curt Wilcox won the Open A with ease, having run sixth overall on the first lap, fourth on the third lap and then had enough troubles to miss the seventh go-'round.

Dave Dye won the second race, a two-hour meet for all C riders, but not until Kevin Felkins, last year's winner, went out with tire problems. Felkins led the second and third laps with relative ease, but Dye came up quick when the problems developed and he won over Alan Kludjian and Todd Kuksa, with Denny Dritzer number one in the 250cc C class over Dave Flashberger and Matt Wallace.

Results

S/SR A: 1. Rich Christian (Hus); 2. Fred Summerall; 3. Jon Shafer.
SR A: 1. Bill Maxim (Kaw); 2. Eddie Edgyed (Hon); 3. Pete Francini (KTM).
VET A: 1. Tom Barbero (Hon); 2. Eric Schaffer (Hon); 3. Chris Riddle (Hon).
OPEN A: 1. Curt Wilcox (Hon); 2. Jerry Fouts (Hon); 3. Andy Tressor (Yam).
250 A: 1. Steve Silvestri (Hon); 2. Eric Mashbir (Hon); 3. Brad Halcomb (Suz).
125 A: 1. Mark Myers (Hon).
S/SR B: 1. Bill Craig; 2. Dan Welch.
SR B: 1. Jim Reger; 2. John Green; 3. Earl Fredrick.
VET B: 1. Rich Dyer; 2. Bob White; 3. John Andersen.
OPEN B: 1. Gus Mueller; 2. Dave Mozingo; 3. Bob Reed.
250 B: 1. John Damele (Hon); 2. Steve Nelson; 3. Allan Cassaro.
200 B: 1. Wes Steiner (Kaw); 2. Bob Quintero; 3. Ben Wald.
125 B: 1. Vince Caramella.
S/SR C: 1. Manny Simas (ATK); 2. Larry Segar.
PP: 1. Michelle Dawson; 2. Sue Leibl.
VET C: 1. Bob Nash; 2. Doug Percy; 3. Mark Schroeder.
200 C: 1. Scott Wigton; 2. Barry Beck; 3. Wally Gaffney.
OPEN C: 1. Dave Dye (Yam); 2. Alan Kludjian (Hon); 3: Todd Kuksa.
250 C: 1. Denny Kritzer (Kaw); 2. Dave Flashberger; 3. Matt Wallace.
SR C: 1. Pat Williams; 2. Ken Richardson; 3. Ike Moore.

Ulven ultra fast at Albany SX

By Don Schneider

ALBANY, OR, OCT. 28

Team Green/Ulven Forging/Tsubaki/Oakley/Sinisalo-sponsored Dan Ulven, the 1990 AMA Loretta Lynn's 250cc Intermediate Amateur National Champion, captured the overall victory at Bob Leach's Albany Supercross in the 125cc Intermediate class.

Moto one was all Ryan Huffman, though. Huffman stormed through turn one with Pat McGovern hot on his heels. Ulven started in third ahead of Rod Comstock.

Huffman opened up a quick lead, as McGovern kept Ulven at bay for two laps. Once Ulven got by, Huffman had wicked it up to 10 seconds. Meanwhile, Comstock motored by McGovern to the finish.

At the finish, Huffman held onto a six-second win followed by Ulven, Comstock and McGovern.

Moto two was a wire-to-wire win for Ulven, after taking the holeshot followed by Huffman, McGovern and Comstock. Huffman kept the Kawasaki pilot in his sights throughout the moto, making numerous attempts to pass but to no avail. Comstock made quick haste of McGovern holding down solid rides (3-3) to finish third, ahead of McGovern's (4-4).

In the Women's division, two dominate speedsters exchanged moto finishes, with Julie Sweeten getting the nod over Deanna Holbrook.

Moto one started with Holbrook taking the early lead holding off Sweeten, Garrison and Dewitt. Four laps into the race, the leaders began going through lapped riders when Sweeten took a major soil sample around turn one. Getting pinned under her Kawasaki diminished her chances of catching Holbrook.

Garrison and Dewitt had their own battles in third throughout the moto, with Garrison getting the nod at the finish.

Moto two was another Holbrook/Sweeten duel. Holbrook took quick control and was looking to come home the victor. But on lap three Holbrook fell victim to the quagmire. Sweeten passed her rival and never looked back. Holbrook never gained her composure, but still finished up on the Garrison/Dewitt battle, in which Garrison emerged the victor once more. Sweeten's 2-1 tally was good for the overall ahead of Holbrook's 1-2, Garrison's 3-3 and Dewitt's 4-4.

Results

50: 1. Joshua Gunderson (Yam).
80 BEG: 1. Russell Cree (Kaw); 2. Steve Batchdok (Hon); 4. Rob Fabrick (Kaw).
80 JR: 1. Robert Holtgrew (Kaw); 2. Dan Johnson (Kaw).
80 INT: 1. Mike Ulven (Kaw); 2. Cory Fuller (Kaw).
60 6-8: 1. Kelvin Schoen (Kaw); 2. Mike Gamby (Yam); 3. Chris Colbernik (Kaw).
60 9-11: 1. Robert Holtgrew (Kaw); 2. Dustin Lenaburg (Kaw); 3. Michael Merina (Kaw).
WMN: 1. Julie Sweeten (Kaw); 2. Deanna Holbrook (Cag); 3. Lisa Garrison (Kaw).
125 BEG: 1. Mike Narkiewilz (Kaw); 2. Matt Edwards (KTM); 3. John Hanson (Hon).
125 JR: 1. Chad Reed (Kaw); 2. Chad Askew (Suz); 3. Mathew Whittaker (Suz).
125 INT: 1. Dan Ulven (Kaw); 2. Ryan Huffman (Hon); 3. Rod Comstock (Kaw); 4. Pat McGovern (Hon).
125 PRO: 1. Jeff Daily (Hon); 2. Kenny Olsen (Kaw); Trevor Portner (Kaw); 4. Chad Berry (Kaw).
250 BEG: 1. Owen Mallia (Suz); 2. John Sanders (Kaw); 3. Lance Scacco (Kaw).
250 JR: 1. Dave Kobernik (Yam); 2. Richard Lund (Hon).
250 INT: 1. Ryan Huffman (Hon); 2. Steve Nelson (Hon); 3. Glen Koffler (Yam).
250 PRO: 1. Dennis Sweeten (Kaw).
OPEN BEG: 1. Jason Smith (Kaw).
OPEN JR: 1. Jim Alexander (KTM); 2. Ron Stephenson (Hon); 3. Anthony Cree (Hon).
OPEN INT: 1. Robby Leach (KTM); 2. Steve Evensen (Hon).
30-40 JR: 1. Stephen Stewart (Hon); 2. Karl Peterson (KTM).
30-40 INT: 1. Cameron Knox (Suz).
30-40 EX: 1. Don Schneider (Suz).
OT JR: 1. Skip Waddell (Suz); 2. Dewey Leraburg (Kaw); 3. Pat Mirina (Kaw).
OT INT: 1. Jim Kilgore (Hon); 2. Stephen Shindeler (Suz); 3. John Mack (Cag).
OT EX: 1. Jerry Dewitt (Hus).
OT PRO: 1. Jim Park (Hon); 2. Bob Leach (Mai).

Lewis tops Really Bad Mountain Enduro

By George Pennington

STODDARD VALLEY, CA, NOV. 4

Factory KTM rider Jimmy Lewis rode his 125 D/XC to the overall and 200cc A class win, at the Checkpoint M.C.'s Really Bad Mountain Enduro.

Originally scheduled to be held in the high mountains of Gorman, the event had to be moved at the last minute, due to the lack of rainfall in the southern California area. Nevertheless, the club laid out an excellent and challenging course in the relatively unused Stoddard Valley open area. With about 90% of the course consisting of virgin terrain, the riders were treated to a almost whoop-free ride. Instead, the emphasis was on the ability to read terrain changes and maintain the time schedule.

Finishing two points behind Lewis for second overall and the 250cc A class win was Jason Ingersoll. The two riders were only seconds apart until the ninth check. Ingersoll went down in a particularly treacherous rock garden and bruised his knee. Although he wasn't seriously hurt, the pain hindered his performance throughout the rest of the day. Finishing third overall and second 250cc A was former ISDE rider Bill Fullmer Jr., who was also in contention for the overall win before burning a check in the second loop.

The surprise ride of the day belonged to Erik Mattson, who topped the 250cc B class with a fourth overall finish. Fifth overall, and first Vet finisher was John Ferro, who finished just seconds off of Mattson's score.

Results

O/A: 1. Jimmy Lewis (KTM); 2. Jason Ingersoll (Kaw); 3. Bill Fullmer Jr. (Suz); 4. Erik Mattson (Hon); 5. John Ferro (Hon).
200 A: 1. Jimmy Lewis (KTM); 2. Darren Rivers (Yam).
250 A: 1. Jason Ingersoll (Kaw); 2. Bill Fullmer Jr. (Suz).
OPEN A: 1. George Pennington (Kaw); 2. Abe Baumann (Kaw); 3. Tim Moore (Yam).
VET A: 1. John Ferro (Hon); 2. Gary Scheidler (Yam); 3. Ken Ehlers (Kaw).
SR A: 1. Bruce Boring (KTM); 2. John Jacobsen (Kaw); 3. Tom Holmes (KTM).
S/SR A: 1. Morris Norman (Hon); 2. Bill Fullmer (Kaw); 3. Neal Keith (ATK).
200 B: 1. Jason Gardner (Kaw); 2. Paul Smith (Kaw); 3. Richard See (Yam).
250 B: 1. Erik Mattson (Hon); 2. Nathan Davis (KTM); 3. Jeff Alter (Yam).
OPEN B: 1. Mike DeJong (Hon); 2. Jerry Grabow (Yam); 3. David Mathes (Hon).
4-STRK B: 1. Bob Schneidau (SAZ)); 2. Arthur Jensen (Hon); 3. Chris Hinrichs (KTM).
VET B: 1. Carl Nunes (Kaw); 2. Mike Keen (Suz); 3. Mike Ferro (Suz).
SR B: 1. Jim Kurte (Hon); 2. Duane Hawker (ATK); 3. James Morrison (KTM).
S/SR B: 1. Terry McDonald (Hon); 2. Tony Harrell (Suz); 3. Don Ray (KTM).
200 C: 1. Douglas Burton (Yam); 2. Frank Kaiser (Kaw); 3. Todd Guinn (Kaw).
250 C: 1. Scott Clawson (Yam); 2. Jerry Frey (Suz); 3. Van Richardson (Kaw).
OPEN C: 1. Damon Powell (KTM); 2. Hale Kinsbury (ATK); 3. John Perry (Hon).
4-STRK C: 1. Andrew Turner (Hon); 2. Tim Wisnant (Hon); 3. Seyavosh Ghamari (Hon).
VET C: 1. Byrne Smith (Hon); 2. Dan Button (Yam); 3. Rick Kanateer (Yam).
SR C: 1. Colin Smith (Yam); 2. Jim Weldon (Hon); 3. Charles Howell (Yam).
S/SR C: 1. Ned Jones (Hon); 2. Dean Kendle (Yam); 3. Irvin Sinclair (Kaw).
WMN C: 1. Kelly Crawshaw-Bergen (Kaw); 2. Kimberly Quinn (Hus); 3. Anne Crawshaw (Hon).

Primeaux pops at Pearl Motocross

By Luther Stowers

PEARL, MS, NOV. 11

Chuck Lyons and Kyle Primeaux traded moto wins in their battle for the overall victory in the Beginner class with Primeaux coming out on top at Central Mississippi Motocross Association's races on their track in Pearl. The entire class fought each other and the muddy track conditions under clear November skies.

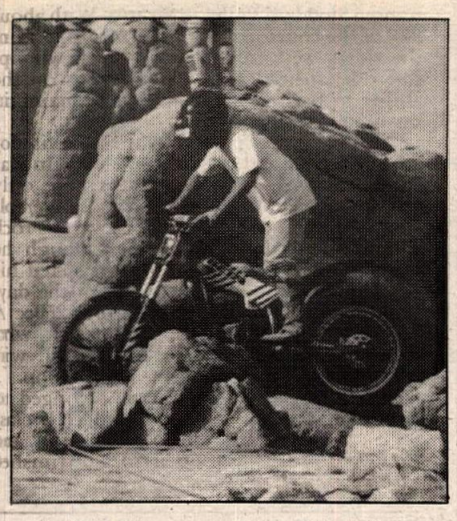
When the starting gate fell to open the first moto, Jonathan Hartfield, riding the only 80cc bike in the field, took the lead exiting the tight first turn. Close behind, Lyons and Primeaux jockeyed for second while Jeff Breedlove led a line of riders over a course that was quite slick and deeply rutted in several spots. On lap one, Breedlove slid out in a turn, allowing Daryl Hajj, Terry Tynes and Eddie Davis to motor past. Meanwhile, Primeaux made his move for second spot in the back section of the track and came into view ahead of Lyons. Breedlove was able to pass a tiring Davis, then pulled alongside Tynes through the whoops, but had the door shut in the following turn.

As the pack started lap three, Hartfield, Primeaux and Lyons began to pull away as Breedlove was able to force his way past Tynes and then took fourth when Hajj overshot a turn. Less than one lap later however, Breedlove's day came to an end when he crashed in a rut.

Hartfield chose a poor line in the wet back section of the track and spent several minutes extracting his Kawasaki from the slop. The exertion proved too much and Hartfield retired for the day. Lyons inherited the lead and held it for first with Primeaux in tow. Tynes was able to pass a tired Hajj on lap four to claim third.

Primeaux exited turn one in the lead of moto two. Lyons had his hands full holding off a determined Deaver Tatum. Tatum had third place until he low-sided and fell back to fifth. After one lap, Primeaux and Lyons had pulled out to a five second lead over Tynes. Tatum quickly recovered from his spill and began to push Hajj for fourth. Lap three saw Primeaux put some distance on Lyons after Lyons apparently bobbled in the back section of the track, while Tatum took fourth away from Hajj.

The white flag came out with Primeaux holding a 10-second lead over Lyons, who had a good cushion over Tynes. Tatum got out of shape in a turn and was forced to shut off, giving Hajj the opening he was looking for



Jim Collins won the Sr. Novice class at the V.O.T.E. Last Chance Trials.

and he scooted by to finish fourth behind Tynes.

Results

125 INT: 1. Johnny Overby (Kaw).
125 NOV: 1. Beau Siefert (Suz); 2. Kyle Primeaux (Hon).
BEG: 1. Kyle Primeaux (Hon); 2. Chuck Lyons (Hon); 3. Terry Tynes (Kaw); 4. Daryl Hajj (Suz); 5. Denver Tatum (Yam).
250 NOV: 1. Mike Blissard (Suz); 2. Wes Wyman (Hon); 3. Bo Roach (Kaw).
MIXED OPEN: 1. Johnny Overby (Kaw); 2. Mark Lowry (Kaw); 3. Beau Siefert (Suz).
SR: 1. Mike Blissard (Suz); 2. Wes Wyman (Hon).

Johnson cleans up at Last Chance Trial

By Don Williams
Photo by Kelly Callan

LUCERNE VALLEY, CA, NOV. 11
Making the most of his last Novice ride before transferring to the Intermediate class for the 1991 American Trials Association season, San Diego Trials Riders' Paul Johnson rode his Yamaha TY350 to a "clean" win, picking up no points the entire day at VOTE's season-closing Last Chance Trial.

Jim Collins finished the trial in third, behind Brian Hannon, giving him enough points to win the 1990 Championship Novice number one plate. Collins finished with 2900 points to Johnson's 2800.

Collins, a sophomore at University High in San Diego, said, "I was hoping we (he and Johnson) would finish together, because we rode all year together."

The Collins household also scored a victory in the tight Senior (40+) Novice class. John Collins, John Haney and Tom Blake each handed in three loop cards totalling 15 points. Collins' 23 cleans put him ahead of Haney and Blake who grabbed 20 cleans each. Haney took second place when the "ones" were tallied.

Steve Beck had the heartbreak finish of the day. He needed a second place finish in the Senior Novice class to win the number one plate, but his total of 16, only one shy of first place, dropped him to fourth. Mark Alpen, who didn't ride the event, finished the year ahead of Beck, 3550-3475.

In the Championship Intermediate class, Roger Guard protected his second spot in the standings with a one-dab win over Jim Rogers and Bill Merritt. Todd Rumsey, who clinched the Championship Intermediate class title at the previous event, spent the day checking out the Advanced class lines.

Paul Webster dominated the Expert class. Webster took a 19 point lead after the opening loop and continued to stretch his lead, finally finishing ahead of Mark Oldar, 39,72.

Bruce Davis' score of 24 gave him the lowest Advanced score. Senior Beginner Gary Wachtler had the only single-digit loop scores in his class to take the overall Beginner win.

Results

EX: 1. Paul Webster (Fan); 2. Mark Oldar (Mer); 3. David Webster (Yam); 4. Martin Belair (Mon); 5. Mike Griffitts (Fan).
C'SHIP ADV: 1. Bruce Davis; 2. Robert Madden (Bet); 3. Jack Heminway (Yam).
VET ADV (30+): 1. Kent Graham (Apr); 2. Clive Hannon (Fan); 3. Dave Whittle (Yam); 4. Art Webster (Bet).
C'SHIP INT: 1. Roger Guard (Bet); 2. Jim Rogers (Bet); 3. Bill Merritt (Yam); 4. Brad McClellan; 5. Jared Malmquist (Yam).
VET INT: 1. Joe Slaughter (Fan); 2. Bruce DeHaven (Bet); 3. Guy Ward (Fan); 4. Nick Laughton (Bet); 5. Bill Hannon (Yam).
SR INT (40+): 1. Jim Miller.
S/SR (50+): 1. Gary Stewart (Apr).
C'SHIP NOV: 1. Paul Johnson (Yam); 2. Brian Hannon (Yam); 3. Jim Collins (Bet); 4. Larry Brosam (Bet); 5. Lowell Bellis (Bet).
VET NOV: 1. Mike Rieser (Fan); 2. Jerry Peasnall; 3. Dennis Thompson (Bet); 4. Doug Stephens (Yam); 5. Gary Osborn (Yam).
SR NOV: 1. John Collins (Bet); 2. John Haney (Yam); 3. Tom Blake (Fan); 4. Steve Beck (Fan).
S/SR NOV: 1. Bob Grove; 2. Duane Stone (Gas); 3. Joe Wirth (Hon); 4. Dean Hambrick (Mon).
C'SHIP BEG: 1. Kris Rieser (Fan).
VET BEG: 1. Walter Busuttil (Bul).
SR BEG: 1. Gary Wachtler (Yam).

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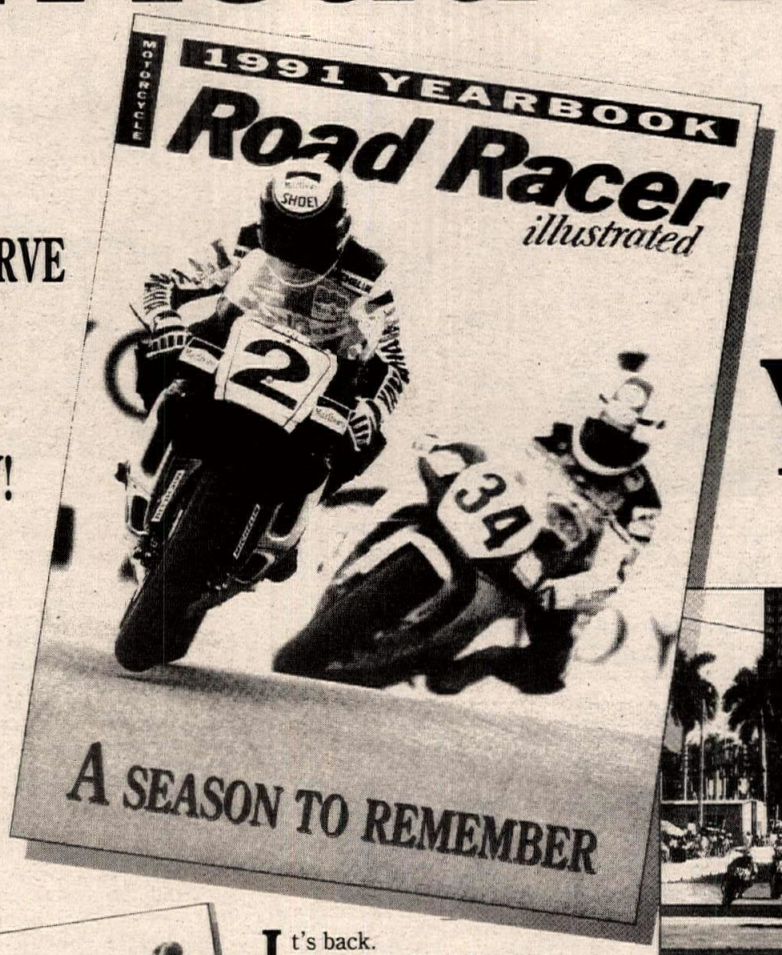

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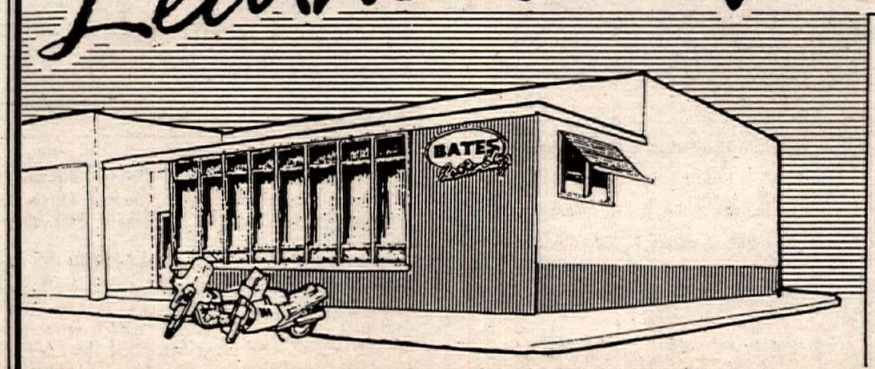

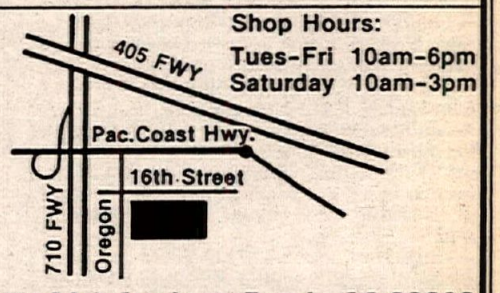

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LOCAL EVENTS

Scott Steffy looked to be a double class winner at Woodland MX in Washington; he won both motos in the 250cc Pro class but went 8-1 in the 125cc division.

Chad Leigh (195) grabs the holeshot in front of Garrett Coble (55) and David Broadhurts (81) in the 125cc Novice class at Montrose MX Park in North Carolina.

Steffy scorches Woodland MX

By Don Schneider

WOODLAND, WA, OCT. 27

More than 330 racers watched in amazement as DG Performance/Malcolm Smith/Devol/Max-Air-sponsored Scott Steffy finished 1-1-8-1 in 250 and 125cc Pro action at round two of the MX Northwest Series at Woodland.

In the first 250cc Pro race, Steffy pulled the holeshot with Town Center Yamaha-Kawasaki-backed Terry Hamness in his roost. Dunlap, Bisceglia and Sweeten rounded out the top five.

Out of the woods on lap one saw Steffy trailing Hamness in the lead. Bisceglia twisted it on past Dunlap through the S turns on lap two for third. Soon after Dennis Sweeten swiftly motored by Dunlap through the whoops for fourth.

At the start of lap three, Steffy made an aggressive move by outpowering and outbreaking Hamness down the long back straight for the lead. Wicking it up, Steffy would never be contested again. By lap seven Don Bisceglia reeled in Hamness. But his hard charge came up short, as he settled for third at the checkers. Sweeten and Dunlap held on to their respective positions throughout the moto.

In moto two Hamness took the early lead. Steffy, Bisceglia, Sweeten and Dunlap rounded out the field. Lap two, Steffy was pressuring Hamness around the pit when Hamness washed out in the silt. Steffy and Bisceglia took quick advantage of the situation. Sweeten and Dunlap also advanced by the downed rider.

The order remained the same to the finish with Steffy outlasting Bisceglia's charges. Sweeten, Dunlap and Hamness retained their positions to the finish.

The 125cc Pros saw Jeff Daily and Chad Berry take the early lead. Steffy, Waring, Radcliffe and Whipple rounded out the top six. At the end of lap two Steffy had wicked it up, flying by Berry and coming out of the woods ahead of Daily.

Waring also was on the gas. By lap four he got by Berry and Daily for second. Up front, Steffy had moved up 15 seconds on Waring and Daily by lap seven. Shardelman, who started the moto in seventh, had moved in behind Daily by the white flag. Half way through the last lap, Steffy's bike began to run sour. Waring, Daily, Shardelman and four other riders got past by moto's end.

Moto two, Daily grabbed another holeshot with Steffy in his shadow. Waring, Whipple and Radcliffe rounded out the top five. Coming out of the woods on lap one, Steffy had maneuvered by Daily again, for the lead. Steffy motored to a plus 20-second win.

Lap seven, Waring had worn Daily down and took the second place spot for good. Radcliffe and Whipple exchanged positions twice with Radcliffe getting the nod.

Results

PP: 1. Julie Sweeten (Kaw); 2. Elizabeth Schmidt (Hon); 3. Shelly Burtis (Hon).
P/W 6-8: Justin Ruth (Kaw); 2. Kelvin Schoes (Kaw); 3. Isaac Dawson (Kaw).
P/W 9-11: 1. Robert Holtgren (Kaw); 2. Tyler Kavaney (Kaw); 3. Craig Bradley (Kaw).
W/P/W: 1. Doug Ask; 2. A.J. Kennish (Yam); 3. Bryson Bradi (Yam).
MINI BEG: 1. Chet Bushnell (Kaw); 2. Jody Clark (Hon); 3. Alan Batchelor (Hon).
80 JR: 1. Brad Hagsith (Suz); 2. Robert Holtgren (Kaw); 3. Kevin Pleife.
80 INT: 1. Brett Boehn (Kaw); 2. Nickolas Hanen (Suz); 3. Chad Franklin (Kaw).
125 JR: 1. Darren Criss (Hon); 2. Ron Rezac (Hon); 3. Rob Williams (Hon).
125 INT: 1. Jason McCormick (Hon); 2. Ryan Huffman (Hon); 3. Rusty Garmon (Hon).
125 PRO: 1. Shawn Waring (Suz); 2. Jeff Daily (Hon); 3. Bill Radcliffe (Kaw); 4. Anthony Whipple (Hon); 5. Aaron Shardelman (Kaw).
250 BEG: 1. David Zandel (Yam); 2. Greg Harman (Hon); 3. Joe Strickland (Yam).
250 JR: 1. Bruce Barnes (Hon); 2. Kelly Harness (Hon); 3. Bruce Isaac (Suz).
250 PRO: 1. Scott Steffy (Suz); 2. Don Bisceglia (Suz); 3. Dennis Sweeten (Kaw); 4. Terry Hamness (Kaw); 5. Ralph Dunlap (Suz).
OPEN PRO: 1. Don Boespflug (Kaw); 2. Scott Williams (Hon); 3. Shawn Collangelo.
OPEN BEG: 1. Marvin Gullings (Hon); 2. Anthony Cree (Hon); 3. Jon Strock (Hon).
OPEN JR: 1. Ron Niemi (Kaw); 2. Greg Woody (Hon); 3. Mel Orkney (Yam).
OPEN INT: 1. Mike Mohrbacher (Kaw); 2. Doug Mandell (Hon).
UTH: 1. Mike Rensby (Kaw); 2. Mike Mohrbacher (Kaw); 3. Mike Williams (Hon).
UTH C: 1. Ted Branch (Hon); 2. Mark Koontz (Kaw); 3. James Gladish (Suz).
UTH B: 1. Joe Casey (Hon); 2. Jeff Pugh (Hon); 3. Cameron Knox (Suz).
UTH A: 1. Jari Heinonen (Kaw); 2. Ron Sun (Hon); 3. Alan Evans (Yam).
OT NOV: 1. Ray Williams (Kaw); 2. Duane Rice (Hon); 3. Stephen Forte (Hon).
OT EX: 1. Jeff Creager (KTM); 2. Jim Lamkin (Hon); 3. Gene Clark (Kaww).
OT AM: 1. Jeff Younce (Suz); 2. Ray Fisher (Hus); 3. Maynard Richards (Kaw).

McDonald styles at Cycleland MX

By Michael Rich

CHICO, CA, NOV. 11

Kawasaki-mounted Shawn McDonald made the most of his recent move to the Junior class by taking convincing wins in both the combined 250cc Novice/Junior motos to score the overall victory at Chico's Cycleland Speedway.

It was Rich Boleman roosting away at the start of the first 250cc moto, with McDonald in hot pursuit. As the two riders cleared the big double for the first time, McDonald took a slim lead and then stuffed Boleman in the upcoming turn. Meanwhile, Scott Fraser was charging through the pack after a less-than-perfect start. Fraser used a hot line through the rockers on the third lap to pass Matt Talbott and Ahren Aitchison for fourth. By the next lap, Fraser had closed on Butch Santos in third and again made his pass in the rockers. As the laps wore down, McDonald extended his lead. In the end, it was McDonald taking the win from Boleman and Fraser.

When the gate dropped for the start of the second moto, it was Novice rider Rick Benson leading the pack through the first turn followed by Boleman and McDonald. As this trio launched over the doubles, Boleman and McDonald found their way past Benson. Once clear, Boleman began to put some distance on McDonald. McDonald, however, was not willing to surrender the overall and was able to close in on Boleman and pass him on the back straight. As the riders entered the stadium on the third lap, it was obvious that Boleman was suffering mechanical difficulties. He was passed by both Fraser and Santos before finally withdrawing from the race. With Boleman out, the relative positions remained unchanged to the finish. McDonald recorded his second win for the overall ahead of Fraser and Santos.

Results

P/W: 1. Nikki Harris (Hon); 2. Eric Nye (Yam).
60: 1. Evan Laughridge (Kaw); 2. Steve Shimizu (Kaw).
MINI NOV: 1. Jason Merrill (Suz); 2. Justin Brown (Yam).
MINI JR: 1. Brian Pierce (Suz).
125 NOV: 1. Brian Pierce (Yam); 2. Ian Radich (Suz); 3. Steve Kesterson (Yam).
125 JR: 1. Jeff Elder (Hon); 2. Jim Ferguson (Hon).
250 NOV: 1. Ahren Aitchison (Yam); 2. Steve Moore (Kaw); 3. Darrin Decorme (Yam).
250 JR: 1. Shawn McDonald (Kaw); 2. Scott Fraser (Suz).
OPEN NOV: 1. Dawspon Kelsey (Hus).
OPEN JR: 1. Michael Rich (CZ).
VET NOV: 1. Randy Howarth (Suz); 2. Neal Peters (Hon).
VET INT: 1. John Nolind (Hon); 2. Lanse Sellers (Suz).
OT: 1. Leo Trombley (Hon).

Ramsey scores Montrose MX win

By Hurley and Dot Short

RAEFORD, NC, NOV. 11

Nathan Ramsey scored the overall victory, via 3-1 moto finishes, in the 125cc Novice class at Montrose Motor Sports Park.

In the first moto William Davis took the holeshot ahead of Ramsey, but soon after Chad Leigh took command and moved into the lead. Leigh set sail and moved out to a comfortable lead. Ramsey was his closest competitor. Kevin Simpson moved to third, Duane Flinchum to fourth and Kenny Curran to fifth. Leigh lost his lead when he took a fall and had to relinquish his lead to Simpson. Ramsey fell, but he was able to hold on to his third place. Leigh overpowered Ramsey and took over second, then he moved past Simmons and retook the lead. At the finish, it was Leigh, Simpson, Ramsey and Curran.

In the second moto, Leigh, Ramsey, Simpson and Junior Creech were first off the line. Ramsey took over the lead moving Simpson to second. Garret Coble took over third, as Randy Hardis moved in to take fourth. Ramsey stretched out his lead, as Simpson, and Coble moved in behind him. At the flag, it was Ramsey, Simpson, Coble and Curran, with the overall going to Ramsey.

Mike Privette, Joe Norder, Steve Adington and Chuck Parrish came off the line first in the Plus 25 class, but Parrish moved up to second before they crossed the front jump. Norder dropped back to third. Privette continued with the lead, as Craig Ellis tried to make his move on the leaders. Charles Todd moved up to third, while Norder had to settle for fourth. At the finish, it was Privette, Norder, Parrish, Todd and Addington.

Norder took the holeshot in the second moto, followed by Privette, Ellis and Addington. Norder extended his lead, as Ellis took over second and Parrish moved up to third. Norder held his lead, as Ellis, Todd, Parrish and Bill Eubanks followed across the finish line.

Results

0-60: 1. Jonathan Nirschl (Kaw); 2. Jesse Griner (Kaw); 3. Bryan Weatherly (Kaw); 4. Wayne Watkins (Yam); 5. Christopher Willis (Yam).
85 7-13: 1. David Price (Hon); 2. Mitchell Hodges (Kaw); 3. John Morrow (Suz); 4. Kevin Bean (Kaw); 5. Brian Davis (Yam).
85 12-13: 1. Bill Charles (Kaw); 2. Chad Newton (Suz); 3. Tommy Callahan (Kaw); 4. Jeremy Croft (Kaw); 5. Don Gavaghan (Yam).
S/MINI: 1. Kasey Ormond (Hon); 2. Richard Shavender (Kaw).
125 NOV: 1. Nathan Ramsey (Suz); 2. Kevin Simpson (Kaw); 3. Kenny Curran (Hon); 4. Duane Flinchum (Hon); 5. Garrett Coble (Suz).
125 AM: 1. Wes Cave (Hon); 2. Glenn Krofchick (Suz); 3. Ned Blackwelder (Suz); 4. Bill Charles (Kaw); 5. Chuck Shirley (Kaw).
125 PRO: 1. Hank Moree (Kaw); 2. Jim Neese (Kaw); 3. Paul Jamison (Hon); 4. Kevin Walker (Yam).
250 NOV: 1. Beecher Simmons (Hon); 2. Lee Williams (Yam); 3. Lee Kiser (Hon); 4. Danny Skipper (Hon); 5. Donnie Davis (Hon).
250 AM: 1. Richard Ibison (Yam); 2. Brent Ramsey; 3. Glenn Krofchick (Su); 4. Steve Addington (Hon); 5. Bryan Smith (Hon).
250/500 PRO: 1. Jim Neese (Kaw); 2. Hank Moree (Kaw); 3. Kevin Walker (Yam); 4. Craig Ellis (Yam); 5. Brad Proctor (Yam).
500 AM: 1. Joe Norder (Kaw); 2. Darrell Bell (Hon); 3. David Russell (KTM); 4. Scott Turlington (Suz); 5. Bill Eubanks (Hon).
PLUS 25: 1. Joe Norder (Kaw); 2. Charles Todd (Yam); 3. Chuck Parrish (Hus); 4. Mike Privette (Hon); 5. Bill Eubanks (Hon).
PLUS 30: 1. Darrell Bell (Hon); 2. Gary Bailey (Kaw); 3. Jay Roberts (Suz); 4. Tim Julian (Kaw); 5. Billy Griner (Hon).
PLUS 40: 1. Gary Bailey (Kaw); 2. Dan Morrison (Hus); 3. Billy Privette (Hon); 4. Jimmy Evers (Yam); 5. Jim Rice (Hon).
TR/VINT/ENDR: 1. Wayne Watkins (Yam); 2. Jason Brinker (Yam); 3. Vernon Riggs (KTM); 4. David Anderson (Hon); 5. Dan Keller (Yam).

Crabb claims Iowa ST win

By Mike Larson

DES MOINES, IA, NOV. 3

Jerry Crabb scored the victory in the Open class at the third week of racing in the Winter Dome Racing Series at the Iowa State Fairgrounds.

Crabb used his front-row starting spot to his advantage in the Open class main event as he grabbed the lead going into turn one and maintained the point throughout the main event. Crabb fought off the attempts of Troy Beckman to take the win, while Wes Beckman took third and Rick Fiscel and Chad Cawley rounded out the top five.

In the Motocross class, Honda rider Tony McCarthy took the holeshot and held the early lead over Wes Beckman. Near the halfway point in the race Beckman got a great drive coming out of turn two and stuffed his way past McCarthy on the inside going into turn three. Beckman led to the finish, with McCarthy settling for second ahead of Greg Chicoine, Steve Browning and Dennis Kinser.

Chicoine was the big winner of the night as he reeled off wins in the 250cc and Over 30 classes. Chicoine led the 250cc class wire to wire ahead of Tony Rulli and Cawley.

Results

XR 80: 1. Jeremy Shoning; 2. Mark Bolten; 3. Jeff McDonald; 4. Tony McCarthy; 5. Bryan Foster.
250: 1. Greg Chicoine; 2. Tony Rulli; 3. Chad Cawley; 4. Ken Evansdale; 5. Joe Rulli.
MX: 1. Wes Beckman; 2. Tony McCarthy; 3. Greg Chicoine; 4. Steve Browning; 5. Dennis Kinser.
OVER 30: 1. Greg Chicoine; 2. Jerry Crabb; 3. Lowell Hardesty; 4. Dan Little; 5. Ron Abels.
OPEN: 1. Jerry Crabb; 2. Troy Beckman; 3. Wes Beckman; 4. Rick Fiscel; 5. Chad Cawley.

Moore pounds Hillybilly Hills MX

By Dene Olive

ROBERTA, GA, NOV. 11

Honda-mounted Scott Moore mastered the 125 and 250cc classes by winning three out of four motos at Hillbilly Hills MX.

In the first moto 28 riders headed for the first turn with Brian Burnett getting there first closely followed by Moore, PJ Howell and Brad Simpson. Simpson passed Howell on the first lap while Burnett fought hard to hold off Moore for three and a half laps when Moore cruised through the whoops for the pass and lead. On the last lap Simpson and Howell moved past Burnett, dropping him back to fourth with Justin Bowen coming in fifth.

Moto two saw Moore grab the holeshot with Burnett in tow along with Bowen and Simpson. As Simpson was making a pass on Bowen on lap three, Burnett was also making a move on Moore for the lead. By the checkered flag Burnett took first but had to settle for runner-up overall honors with his 4-1 score. Moore's 1-2 scores gave him the overall win. Simpson finished the day with a 2-3 score, Howell had a 3-5 and Bowen 4-5 score.

Honda mounted Dwayne Bone led from start to finish in both motos of the Schoolboy class, but Bryan Thornton was pushing him most of the time. Running a strong third was Brad Simpson.

Second moto action saw Simpson make a pass on Thornton to give himself a second place finish and an overall second for the day in two classes.

Results

51: 1. Scotty McGill (Yam); 2. Scott McCorvey (Yam); 3. Chad Allbrighton (Yam); 4. Blake Cannady (Yam); 5. Michael Sizemore (Yam).

65 7-11: 1. James Garrett (Kaw); 2. Matt Boone (Kaw); 3. Aaron Lindsey (Kaw); 4. Nicholas Clay (Kaw); 5. Matt Walker (Kaw).
85 JR: 1. Shae Bentley (Kaw); 2. Joey Turk (Hon); 3. Matt Bone (Kaw); 4. Ebo Elder (Suz); 5. Nicholas Kosko (Hon).
85 SR: 1. Damyn Swanepoel (Yam); 2. Shae Bentley (Kaw); 3. Danny Haynes (Kaw); 4. Matt Harrell (Hon); 5. Joy Murphy (Kaw).
SCHBY: 1. Dwayne Bone (Hon); 2. Brad Simpson (Kaw); 3. Bryan Thornton (Hon); 4. Justin Bowen (Kaw); 5. Ryan Bullard (Hon).
125 C: 1. Scott Moore (Hon); 2. Brian Burnett (Yam); 3. Brad Simpson (Kaw); 4. P.J. Howell (Hon); 5. Justin Bowen (Kaw).
125 B: 1. Johnny Dean (Suz); 2. Dwayne Bone (Hon); 3. Brandon Smith (Kaw); 4. Eric Pinson (Hon); 5. Andre Pene (Suz).
250 C: 1. Scott Moore (Hon); 2. Leon Smith (Hon); 3. David Murphy (Kaw); 4. Tony Morns (Kaw); 5. Robert Aber (Hon).
250 B: 1. Brandon Smith (Kaw); 2. Johnny Dean (Suz); 3. Eric Pinson (Hon); 4. Bradley Pendley (Yam); 5. Will McEntyre (Kaw).
OPEN: 1. Donny Banks (Hon); 2. Billy Ethridge (Hon); 3. Jason Johnson (Hon); 4. Roger Moore (Hon); 5. John Trissell (Hon).
25 PLUS: 1. Grant Wood (Hon); 2. Roger Moore (Hon); 3. Steve Saunders (Hon); 4. Rusty Sayres (Hon); 5. Lance Newsome (Kaw).
SR: 1. Donny Banks (Hon); 2. John Trissell (Hon); 3. Benny Durrough (KTM); 4. Bill Handley (Suz); 5. Robert Aber (Hon).
S/SR: 1. Randy Tillery (Hon); 2. Warner Wilbourne (Kaw); 3. Randy Tomlinson (Kaw); 4. John Bragg (Hon); 5. John McCorvey (Kaw).
125 A: 1. Ryan Reynolds (Hon); 2. Phillip Anderson (Kaw).
250 A: 1. Aaron Yates (Hon); 2. Todd Ulner (Kaw); 3. Tommy Martin (Hon); 4. Ross Johnston (Hon); 5. Shane Pene (Suz).

Jerew takes Marion Indoor Short Track win

By T.L. Coss

MARION, OH, NOV. 10
Open Pro competition heated up fast at Triangle M.C.'s first indoor short track of the season.

The first heat saw Rob Smith, Corey Jerew, Ian Segedy and Gordie Schopieray come off the line together, jousting it out to finish in that order.

In heat two, Jerry Vanderkooi grabbed the holeshot, challenged by Kelly Bowlby, who managed to get past, as Vanderkooi lapped another rider.

Action got even hotter and heavier in the final when Jerew and Smith vied for the holeshot, with Segedy scooting by inside Schopieray to third. Segedy boldly maneuvered past Jerew, then Smith, and proceeded to pull a smooth half-track lead on the competition. Lapped riders made circumstances even more exciting, as Jerew took advantage of the situation to dive by Smith, slowed behind another rider. Segedy then ran into problems, as he attempted to lap the fifth-place rider who, thinking the pressure was from the racer in sixth, held his line so tightly that he bumped Segedy into the infield tire, knocking the leader's bike out of gear for just long enough for Jerew, Smith and Schopieray to take advantage of the mishap.

The 250cc Pro feature saw Schopieray and Scott Stump push into turn one with Segedy close behind. Stump pulled away, leaving Segedy to a lap-by-lap search for a line around Schopieray that never happened.

Amateur 250cc action began with a mix-em-up battle between Tommy Hayden, Ryan Brown and James Gilbert battling for the holeshot. Hayden shot to the lead, as Eric Thorla sneaked in to pass Gilbert, then was challenged by Mike Smith and Gary Moore. Smith took advantage of lapped traffic to get by Thorla, so that heat winners Hayden, Brown and Smith finished in that order.

In the Open Amateur feature, heat winner John Carl was out of the competition early with mechanical problems. Bret Slane got to turn one first, only to be passed by Scott Curran. Tim Lowe held down third. Then Curran stalled, leaving Slane to regain first.

Rob Smith grabbed the holeshot and was long gone in the Senior final. Gary Moore pursued him in second place, while Jim Beck fended off Curt Snelling's charge till the last lap.

Competition was tough in the 50cc final. Although Billy Humphries got the holeshot, Casey Hamilton sailed past and proceeded to lap the field at least once. Tommy Lowe held down third for a while, but succumbed to challenges by Dustin Kitts and Roger Thacker. Humphries lost control briefly but regained a third-place finish.

Jason Goodwin nailed down wins in both the 60 and 80cc classes.

Results

OPEN PRO: 1. Corey Jerew (Hon); 2. Rob Smith (Bul); 3. Gordon Schopieray (Hon); 4. Ian Segedy (H-D); 5. Scott Morris (Hon).
250 PRO: 1. Scott Stump (Hon); 2. Gordon Schopieray (Hon); 3. Ian Segedy (H-D): 4. Kelly Bowlby (Hon); 5. Scott Morris (Bul).
250 AM: 1. Tommy Hayden (Hon); 2. Ryan Brown (Yam); 3. Mike Smith (Yam); 4. Eric Thorla (Yam); 5. Gary Moore (Hon).
OPEN AM: 1. Bret Slane (Hon); 2. Tim Lowe (H-D); 3. John Lowe (H-D): 4. Ivan Carl (Hon); 5. Alex Rossborough (Yam).
SR: 1. Rob Smith (Bul); 2. Gary Moore (Hon); 3. Curt Snelling (Hon); 4. Jim Beck (W-R); 5. David Arnold (Bul).
50: 1. Casey Hamilton (Yam); 2. Dustin Kitts (Yam); 3. Billy Humphries (Yam); 4. Roger Thacker (Yam); 5. K.C. Knodel (Yam).
60: 1. Jason Goodwin (Kaw); 2. Joey Ballinger (Kaw); 3. Brandon Rose (Kaw); 4. Justin Niedermier (Kaw); 5. Kimberly Smith (Hon).
80: 1. Jason Goodwin (Kaw); 2. Brandon Rose (Yam); 3. Shawn Thomas (Yam); 4. Casey Hamilton (Yam).

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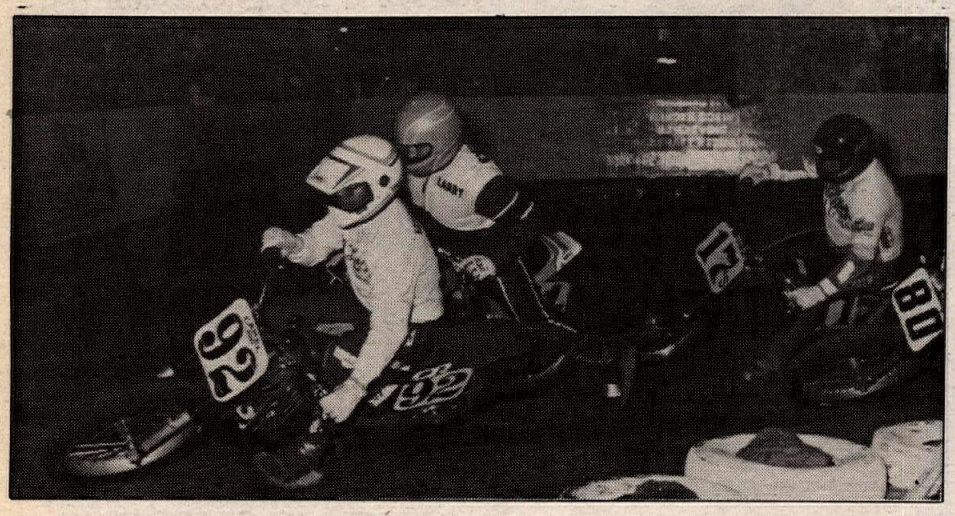
LOCAL EVENTS

Mark Easley won every moto in the 125 and 250cc Intermediate classes during the CRC Sponsor Series at L.A. County Raceway MX in California.

Winner Taylor White (92), Adam Weiss (80) and Larry Sweeten (behind White) mix it up in the 250cc final at Timonium Short Track in Maryland.



Mid-South HS to Conner

By Jesse Thomas

CADIZ, KY, NOV. 4

Round one of the 1990-91 Hare-Scrambles Series was held in Cadiz, with Pennsylvania's Duane Conner taking overall in the Pro class. There were 211 riders in attendance to ride the six-mile wooded course owned by Tony Mitchell who himself raced the AMA National Hare Scrambles Series up to 1988.

The Pro class was loaded with top names such as Kawasaki's Conner and Terry Cunningham, ATK's Tony Hendon, Pro motocrossers Mike Morris, Jeff Austin and Scott Martin.

At the end of lap one Kentucky's Morris led the field through the scoring barrels followed by Austin and Conner. The next lap saw Hendon move into the lead, followed by Morris and Cunningham. After three laps, Hendon and Conner swapped leads but by the finish it was Conner by a bike length win over Hendon. Cunningham captured third and Morris was fourth.

Results

PRO: 1. Duane Conners (Kaw); 2. Tony Hendon (ATK); 3. Terry Cunningham (Kaw).
250 A/OPEN A: 1. Michael Cornett (Hon); 2. Robert Patterson (Hon); 3. John McMahon (Hon).
200 A: 1. Keith Moore (Kaw); 2. Roger Mayes (Kaw); 3. Terry Cooper (Kaw).
VET: 1. Jesse Greer (Kaw); 2. Bobby Thomas (ATK); 3. Gary Copeland (KTM).
OPEN B: 1. Anthony Rodriquez (Hon); 2. Rob Elkins (Kaw); 3. Barry Riggsbee (KTM).
250 B: 1. Curtis McMahon (Hon); 2. Rick Sims (ATK); 3. James Parson.
SR: 1. Mike Taylor (Hon); 2. Ronnie Hackett (Suz); 3. Spencer Balentin (Yam).
4-STRK: 1. Harvey Whitaker (Hon); 2. Jerry Castleman (Hon); 3. Timothy Haggard (Hon).
S/SR: 1. Emmett Cox Jr. (Suz); 2. Charles Burk (Hon); 3. Charles Galbraith (Hus).
200 B:1. Bryan Wesson (Kaw); 2. David Lambreth (Kaw); 3. Steven Gordon (Kaw).
125 B: 1. Kevin Brandon (Kaw); 2. Darin Phillip (Yam); 3. Kip Haynie (Yam).
LADIES: 1. Sherry Graham (Kaw); 2. Lee Ann Vandewaal (Yam).
L/W TRAIL C: 1. Curry Galloway (Kaw); 2. Steven Tobin (Yam); 3. Mike Stinson (Yam).
H/W TRAIL C: 1. Kevin Owen (Hon); 2. Tom Squires (Kaw); 3. Jared Smith (Hon).

Farris, White fly at Timonium ST

By Len Breech

TIMONIUM, MD, NOV. 10

After having the Yamaha he and Taylor White shared disintegrate the week before, Rodney Farris and White came up with a very quick Honda that enabled Farris to dominate the midway race of the Cockeysville Optimist Club/Baltimore County Trail Riders-sponsored indoor short track series at the Timonium Fairgrounds. Farris had a perfect evening on the M. Lynch Transportation/Taylor White Racing-sponsored ride, setting fast time of the night, winning his heat and semi, taking the Dash For Cash, and topping the evening off with an easy win in the 250cc Pro final. Not to be outdone, the recently slimmed down White also took the 250cc final.

Jerry Alexander had breezed his way through the 80cc class taking his heat and semi on his Koup's Cycles Kawasaki, and was almost handed the final when his main competitors went down in a three-rider tangle at the start. Todd Winsett was up quickly and into a distant third behind Alexander and Mike McKee. However, while running away with the race, Alexander collided with a lapped rider late in the race, and McKee also joined the pile, giving the win to Winsett.

Brett Friedel jumped into the lead at the start of the 125cc race, closely followed by Robert Miller, Todd Stith and Ken Yoder. Miller slipped under Friedel as they entered the third turn on lap three. Stith tried to get under Friedel for second a few laps later, but ran over Friedel's foot, causing his front wheel to go away. He bounced right up, but Yoder had slipped into third behind winner Miller and runner-up Friedel.

In the 250cc final, White grabbed the lead from Adam Weiss, Larry Sweeten, and Mike Mester off the second turn. Mester and Sweeten collided later in the race, with Mester going down and Roger Denmyer moving into third. White held a three bike length margin over Weiss as he claimed his first win here in several years.

Mark Burkholder said, "The only way to beat Joe White's Harley is to grab the lead at the start and hope, because that is one of the hardest bikes to get by." Well, he got in front of White, Charles Majeski and Rich Rowe at the start of the 360cc final and put several lengths on the others as they got slightly tangled up. Rowe took out Majeski on the fourth lap, but Majeski regrouped and a few laps later returned the favor, but he had trouble getting by a lapped rider. Once White was free, he started to slice into Burkholder's lead in the late laps, but finished second, just a length back.

Ferris jetted into the lead at the start of the 250cc Pro main, in front of Bob Sweeten, Lew Woods and Paul Crumling. Farris never looked back and scored the win. Bob Sweeten finished second which put him into the class points lead.

Todd Winsett was awarded the win in the previous week's 80cc main which had been protested.

Results

50: 1. Terrance Osenbach (Itj); 2. Tom Skethway (Hon); 3. Jacob Johnson (Yam); 4. John Kraft (Yam); 5. Bill Kraft (Itj).
80: 1. Todd Winsett (Hon); 2. Jerry Alexander (Kaw); 3. Mike McKee (Kaw); 4. Brody Miller (KTM); 5. David Swann (Yam).
125: 1. Robert Miller (Yam); 2. Brett Friedel (Kaw); 3. Ken Yoder (Yam); 4. Todd Stith (Hon); 5. Mike Johnson (Hon).
250: 1. Taylor White (Hon); 2. Adam Weiss (Yam); 3. Roger Denmyer (Yam); 4. Larry Sweeten (Hon); 5. Steve Ryder (Bul).
360: 1. Mark Burkholder (Bul); 2. Joe White (H-D); 3. Charles Majeski (Bul); 4. Harold Brossman (Hon); 5. Rich Rowe (Yam).
250 PRO: 1. Rodney Farris (Hon); 2. Bob Sweeten (Kaw); 3. Lew Woods (Mai); 4. Georgie Price (Yam); 5. Scott Saunders (Bul).

Easley paralyzes LACR MX

By Tony Alessi

PALMDALE, CA, NOV. 11

Mark Easley controlled the Intermediate classes with a four moto romp in both the 125cc and 250cc divisions during the final round of the CRC Sponsor Series at Los Angeles County Raceway.

Jason Simmons, Rob Drew and Easley charged to the front of the first 125cc Intermediate moto. Drew and Easley quickly displaced Simmons on the opening lap. By the third lap Easley opened up an entire straightaway lead which he maintained over Drew the rest of the moto. Terry Parsons and Mike Blair fought over third with Parsons getting the position.

Drew and Easley were again out front in moto two but Easley began to push hard during the moto. Easley caught the first wave of pro riders, passing half of them by moto's end.

Thousand Oaks Yamaha, Fox, Pro Circuit-backed Easley backed up the 125cc class win with two first place finishes in the 250cc Intermediate class. Although Easley won the race it was Doug Allen with the most points scoring the class championship.

"I missed two races on the 250 and it cost me the series overall, but this is only my beginning. Right now I am set to win the Amateur Nationals and Ponca," Easley said while departing.

Tony Sulek won the 250cc Pro class after Tim Telford's KTM blew to pieces in the first moto. Telford went home and raced a well-worn Yamaha to the second moto victory. Sulek finished second but his points gave him the overall win.

Tony Ferragamo put together the overall win in the 500cc Novice class after two moto-long battles with Frank Betcher. Ferragamo led most of the first moto, but Betcher snuck up and made a pass near the moto's end.

"I didn't know he was on a 500, so I let him by, then I figured it out but it was too late," Ferragamo said.

Ferragamo holeshot the second moto and led wire to wire. Betcher was closing near the end but a lapped rider spoiled his chances of a last-lap charge against Ferragamo.

Ferragamo put down the 500 and sprinted back to the line to finish third overall in the 125cc Novice class behind James MacKay and series champion Chris Connor.

Results

80 BEG: 1. Bobby Killian (KTM); 2. Shaun Fortier (Suz); 3. Ben Bejarano (Kaw); 4. Brian Sweaney (Hon); 5. David Stinchfield (Kaw).
80 NOV: 1. Armando Overland; 2. Scott Johnson (Suz); 3. Shawn Obrien (Suz); 4. Bob Gunter (Suz); 5. Fred Ogrim (Hon).
80 INT: 1. Jason Reed (Suz); 2. Flyn Richmond (Kaw); 3. Jay Theys (Suz).
80 EX: 1. Terry Parsons (Hon).
80 ADULT: 1. Scott Murphy.
125 BEG: 1. Anthony Bejarano (Kaw); 2. Steve Stancer (Yam); 3. Brad Schultz (Suz); 4. Chris Allen (Suz); 5. Brett Heinzeman (Kaw).
125 NOV: 1. Chris Connor (Suz); 2. James MacKay (Kaw); 3. Tony Ferragamo (Hon); 4. Lex Malan (Suz); 5. Tracy Asher (Suz).
125 INT: 1. Mark Easley (Yam); 2. Rob Drew (Yam); 3. Terry Parson (Hon); 4. Scott Murphy; 5. Mike Blair (Yam).
125 PRO: 1. Shane Trittler; 2. Rich Taylor (Kaw); 3. Charlie Love (Kaw); 4. Gary Sailors (Suz); 5. Chris Radzinski (KTM).
250 BEG: 1. C.T. Watanabe (Hon); 2. Bob Bottcher Jr. (Hon); 3. Abe Blunda (Hon); 4. Chris Yeager (Hon); 5. Chuck Kober (Kaw).
250 NOV: 1. Mat Bateman (Yam); 2. Owen Dickson (Yam); 3. Gregory Lonergan (Kaw); 4. Scott Mumford (Yam); 5. Clint Briska (Kaw).
250 INT: 1. Mark Easley (Yam); 2. Colin Couto (Kaw); 3. Doug Allen (Kaw); 4. Kenny Neitzel (Kaw); 5. Chuck Gunter (Hon).
250 PRO: 1. Tony Sulek (Kaw); 2. Rich Truchinski (Suz); 3. Martin Klossner (Yam); 4. Tim Telford (KTM); 5. Louie Franko.
500 BEG: 1. Michael Lucas (Kaw); 2. Sean McGaughey (Hon); 3. Chris Williams (KTM); 4. Jeff Mitchell (Hon); 5. Ed Hand (Hon).
500 NOV: 1. Tony Ferragamo (Kaw); 2. Frank Betcher (Hon); 3. Richard Martinez (Kaw).
500 INT: 1. Charlie Strong (Hon); 2. Jason Simmons (Kaw).
WMN NOV: 1. Jamie Ramintuan (Suz).
JR VET BEG: 1. Brad Chambers (Suz); 2. John Jelsma Jr. (Yam); 3. Terry Puls (Hon); 4. Bill Garcia (Kaw): 5. Mark Baker (Suz).
JR VET NOV: 1. Tim Wahlberg (Kaw); 2. Jack Kell (Suz); 3. Tim McAdams (Kaw); 4. David Williams (Hon); 5. George Thompson (Kaw).
JR VET INT: 1. Mark Duval (Hon); 2. Todd Wimett (Hon); 3. Chuck Gunter (Hon).
VET BEG: 1. Bob Hausman (Hon); 2. Fred Little (Kaw); 3. Rob Bevington (Kaw); 4. Rick Flores (Hon); 5. Tony London (Yam).
VET NOV: 1. Jerry Asher (Hon); 2. Greg Benton (Suz); 3. Jere Mason (Yam); 4. Kevin Lane (Hon); 5. Don Gossett (Hon).
VET INT: 1. Rob Petrin (Kaw); 2. Curt James (Yam); 3. Michael Rochester (Hon); 4. Scott Curtis (Kaw); 5. Randy Anderson (Yam).
VET EX: 1. Mike Gosselaar (Yam); 2. Randy Tittlemier (Suz); 3. Jef Harriott (Yam); 4. Charlie Strong (Hon).
SR INT: 1. Bob Dunham (Yam).
SR EX: 1. Jim Draves (Hon).

Hawthorne hot at Riverside SX

By Richard Young

CALHOUN, GA, NOV. 3-4

Dennis Hawthorne made his trip from Texas to Georgia worthwhile as the took home the largest chunk of the $5000 Pro class purse at the Georgia State Outdoor Supercross Doubleheader held at the Riverside Supercross track.

Qualifiers took place all night long on Saturday for either gate position or to advance to the main events, which were held Sunday.

The 125cc Pro main event got underway with Sean Dukes jumping out to an early lead followed by Chad Montero. Dukes and Montero started pulling a little distance on Hawthorne, Ryan Reynolds and Rick Lindell. Montero started hounding Dukes for the lead on the sixth lap, while Hank Moree was slicing his way through traffic after starting near last. Montero made his move through the rockers and took the lead from Dukes on the ninth lap and cruised on to win followed by Dukes, Hawthorne, Moree and Reynolds.

The 250cc Pro main saw Hawthorne grab the early lead with Montero second over Dukes, Kevin Walker and Moree. The field stayed the same for the first few laps, then Montero slowly closed on Hawthorne until he got off hard in the rockers. With Montero sidelined, Dukes went into second with Walker closing. Walker took odd lines trying to find a way around Dukes, then on the 11th lap Walker snuck under Dukes in a turn just before a set of doubles. Walker then charged after Hawthorne, but Hawthorne rode flawlessly to capture the win. Walker held on to second over Dukes.

The Senior Mini class provided plenty of action when Danny Haynes followed race leader Patrick Hizel around for the first few laps in moto one. Haynes closed on Hizel, but Hizel knew all the hot lines and used them superbly. While Hizel and Haynes battled, they didn't see the hard-charging Damyn Swanpoel inching up from behind. With a few laps remaining Haynes took the lead, but with two laps to go he went down in the rockers and Hizel reclaimed the lead. Swanpoel charged after Hizel and pulled up alongside on the last lap. As they raced for the lead Swanpoel came out ahead of Hizel and they finished that way. Jason Benton, Keith Bailey and Matt Melton rounded out the top five. CN

Results

P/W: 1. Scott McGill (Yam); 2. Scott McCorvey (Yam); 3. Forrest Hatch (Yam); 4. Jonathon Price (Suz); 5. Chad Hampton (Yam).
JR CYC: 1. Matt Walker (Kaw); 2. Nick Citron (Kaw); 3. T.J. Carter (Kaw); 4. Nick Bailey (Kaw); 5. Mason Williams (Kaw).
JR MINI: 1. John Oxford (Suz); 2. David Dishman (Suz); 3. Bryan Smith (Kaw); 4. Mason Williams (Yam); 5. Josh Hales (Kaw).
SR MINI: 1. Damyn Swanpoel (Yam); 2. Patrick Hizel (Hon); 3. Jason Benton (Kaw); 4. Keith Bailey (Kaw); 5. Matt Melton (Kaw).
SCHBY: 1. Matt Shue (Hon); 2. Ryan Reynolds (Hon); 3. Josh Steel (Kaw); 4. James Grier (Hon); 5. Brandon Cantrell (Yam).
125 BEG: 1. Mark Webber (Yam); 2. Tom Scott (Yam); 3. Kevin Wiseman (Yam); 4. Danny Presley (Kaw); 5. Mike Emmett (Suz).
125 C: 1. Bryan Thornton (Hon); 2. James Grier (Suz); 3. P.J. Howell (Hon); 4. Jason Grier (Suz); 5. Brandon Cantrell (Yam).
125 B: 1. Bret Beauchamp (Hon); 2. Josh Steel (Kaw); 3. Brandon Smith (Kaw); 4. Shane Hatfield (Suz); 5. Kenny Tipton (Hon).
125 PRO: 1. Chad Montero (Hon); 2. Sean Dukes (Hon); 3. Dennis Hawthorne (Kaw); 4. Hank Moree (Kaw); 5. Ryan Reynolds (Hon).
250 BEG: 1. Rodney Vaughn (Hon); 2. Kip Pazol (Yam); 3. Lee Ramby (Yam); 4. Shane Wallace (Kaw); 5. Mike Alexander (Hon).
250 C: 1. Keith Shelton (Hon); 2. Mike Waters (Kaw); 3. David Murphy (Kaw); 4. Stan Hightower (Kaw); 5. Mike Spezio (Yam).
250 B: 1. Brandon Smith (Kaw); 2. Shane Hatfield (Suz); 3. Josh Steel (Kaw); 4. Kenny Tipton (Hon); 5. Aaron Day (Hon).
250 PRO: 1. Dennis Hawthorne (Kaw); 2. Kevin Walker (Yam); 3. Sean Dukes (Hon); 4. Barry Tapp (Suz); 5. Aaron Yates (Hon).
SR: 1. Micheal Henderson (Hon); 2. Jay McClellan (Yam); 3. Arty Spencer (Kaw); 4. Stan Hightower (Kaw); 5. Billy Scoggins (Hon).
S/SR: 1. Warner Wilbourn (Kaw); 2. Randy Tomlinson (Kaw); 3. Eugene Goode (Suz); 4. James Babton (Kaw); 5. Ray Dion (Hon).

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All tracks located in Ohio, call for details

HARE SCRAMBLES		INFO	HARE SCRAMBLES		INFO
*Dec. 2	Western Reserves No Whimps Race	(216) 337-8077 or (216) 337-8005	Dec. 16	Mansfield	(419) 526-1347 or (419) 526-6318
**Dec. 2	Gran Prix	(216) 682-9231	Dec. 23	Lightning	(614) 922-4775
Dec. 9	Amherst	(216) 988-9100			
*No Quads **Quads Only			Jan. 19	AWARDS BANQUET Mahoning Country Club	(216) 538-2220

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

3/24	Suzuka, Japan
4/7	Eastern Creek, Australia
4/21	Laguna Seca, USA
5/12	Jerez, Spain
5/19	Monza, Italy
5/26	Hockenheim, Germany
6/9	Salzburgring, Austria
6/16	Rijeka, Yugoslavia
6/29	Assen, Holland
7/21	Paul Ricard, France
8/4	Donington Park, Great Britain
8/18	Misano, San Marino
8/25	Brno, Czechoslovakia
9/8	Interlagos, Brazil
9/29	Shah Alam, Malaysia

World C'ship Superbike Road Race Series

4/1	Donington Park, Great Britain
4/18	Jarama, Spain
5/26	Interlagos, Brazil
6/2	Mosport, Canada
6/9	Brainerd, USA
6/30	Osterreich, Austria
8/4	Misano, San Marino
8/11	Anderstorp, Sweden
8/25	Sugo, Japan
9/1	Shah Alam, Malaysia
9/15	Hockenheim, Germany
9/29	Magny Cours, France
10/6	Monza, Italy
10/19	Philip Island, Australia

World C'ship Endurance Road Race Series

4/12	LeMans, France
7/14	Spa, Belgium
7/28	Suzuka, Japan
8/4	Jahor, Malaysia
9/22	LeCastellet, France
9/29	Donington Park, Great Britain
10/20	Philip Island, Australia

World C'ship Observed Trials Series

4/7	Sin Especificar, Luxemburg
4/21	Blackburn, Great Britain
4/27	Newownards, Ireland
5/16	Bielstain, Belgium
6/2	Cierp-Gaud, France
6/9	Viella, Spain
6/23	Myslenice, Poland
6/30	Piesting, Austria
7/7	Cervina, Italy
8/23	Helsinki, Finland
9/1	Gothenberg, Sweden
9/15	Nepomuk, Czechoslovakia

World C'ship 125cc MX Series

4/21	Arco, Italy
4/28	Toulon/Arroux, France
5/12	Markelo, Holland
5/26	Kaposvar, Hungary
6/23	Hatherton, Great Britain
6/29	Killinchy, Ireland
7/2	Roggenberg, Sweden
7/9	Genk, Belgium
7/14	Amatitlan, Guatemala
7/21	Campos do Jorda, Brazil
8/4	Riel, Germany
8/18	Suzuka, Japan

World C'ship 250cc MX Series

4/7	Mill, Holland
4/28	Dalecin, Czechoslovakia
5/5	Schwanest, Austria
5/12	Mantova, Italy
5/26	Hyvinkaa, Finland
6/16	Bandasserona, San Marino
6/23	Arbis, Portugal
6/30	Nismes, Belgium
7/14	Unadilla, USA
7/21	Maracy, Venezuela
8/4	Suzuka, Japan

World C'ship 500cc MX Series

4/14	Payerne, Switzerland
4/21	Sittendorf, Austria
4/28	Vantaa, Finland
5/5	Vissefjarda, Sweden
5/12	Castalnau de Levia, France
6/2	Norg, Holland
6/30	Esanatoglia, Italy
7/7	Hawkstone Park, Great Britain
7/21	Reutlingen, Germany
8/4	Namur, Belgium
8/11	Folkendange, Luxemburg
8/25	San Bernardino, USA

Motocross des Nations

9/15	Valkenswaard, Holland

Trial des Nations

9/22	Grosshaubach, Germany

AMA Camel Supercross Series

1/12	Orlando, FL
1/19	Houston, TX
1/26	Anaheim, CA
2/2	Seattle, WA
2/9	San Diego, CA
2/23	Atlanta, GA
3/9	Daytona Beach, FL
3/16	Tempe, AZ
4/6	St. Petersburg, FL
4/13-14	Pontiac, MI
4/20	Charlotte, NC
4/27	Dallas, TX
5/4	Las Vegas, NV
5/18	TBA, NY
6/1	Boston, MA
6/15	San Jose, CA
6/22	Los Angeles, CA

Info 614/891-2425

AMA Nat'l C'ship 125/250 MX Series

3/3	Gainesville, FL
3/24	Sacramento, CA
5/26	Mt. Morris, PA
7/7	Buchanan, MI
7/21	Axton, VA
7/28	Troy, OH
8/4	Southwick, MA

Info 614/891-2425

AMA Nat'l C'ship 125/500 MX Series

8/11	Millville, MN
9/1	Washougal, WA
9/22	Binghamton, NY
9/29	Delmont, PA
10/6	Budds Creek, MD
10/13	New Berlin, NY

Info 614/891-2425

AMA Nat'l C'ship Road Race Series

3/1-10	Daytona Beach, CA
5/17-19	Braselton, GA
6/14-16	Loudon, NH
6/28-30	Elkhart Lake, WI
7/4-6	Charlotte, NC
7/20-21	Miami, FL
8/2-4	Lexington, OH
9/6-8	Topeka, KS
9/20-22	Rosamond, CA

Info 614/891-2425

AMA Nat'l Ice Race C'ship

1/26-27	Albright Shores, MI

Info 614/891-2425

AMA Nat'l C'ship Hillclimb Series

8/31	Everett, PA

Info 614/891-2425

AMA Nat'l C'ship Enduro Series

2/17	Coalinga, CA
3/17	Pitkin, LA
4/14	McArthur, OH
5/5	Union, SC
7/14	Perkinston, MS
9/22	New Waverly, TX
10/13	Redding, CA
10/27	Bear, DE
11/3	Morrison, IL

* Tentative
Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series

2/24	Rockne, TX
3/24	Hurricane Mills, TN
4/7	Cadiz, KY
4/21	Redding, CA
6/9	West Greenwich, RI
6/30	Ketchum, ID
7/21	Flat River, MO
7/28	S. Edmonston, NY
9/29	Lynnville, IN

Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series

1/27	Lucerne Valley, CA
2/10	Ridgecrest, CA
3/23	Lucerne Valley, CA
4/14	Jericho, UT
5/5	Las Vegas, NV
9/15	Craig, CO
9/29	Wendover, UT
10/20	Wells, NV

* Tentative
Info 614/891-2425

AMA Amateur/Youth Nat'l Dirt Track Series

TT Scrambles Final
7/12-13 Peoria, IL
Short Track Final
7/9-10 Peoria, IL
Half Mile Final
7/6-7 Henry, IL
Info 614/891-2425

SETRA C'ship Enduro Series

1/13	Charleston, SC
1/27	Sumter, SC
3/3	Pelion, SC
3/10	Deland, FL
3/17	Maxeys, GA
3/31	Brown Mt. Bch., NC
4/28	Olustee, FL
5/5	Clinton, SC

Info 912/882-6483

SETRA C'ship Hare Scrambles Series

12/9	Ft. Gaines, GA
2/17	Johnsonville, SC
2/24	Maxeys, GA
4/14	Sumter, SC
5/12	Jasper, AL

Info 404/532-6832

Mid-South C'ship Hare Scramble Series

12/2	Fordsville, KY
12/16	Cullman, AL
1/13	Lexington, TN
1/27	Bremen, GA
2/10	Clarksville, TN
2/24	Cullman, AL
3/17	Fort Knox, KY
4/21	Centerville, TN

Info 615/331-1475

N. Indiana Hare Scrambles Series

12/2	Plymouth, IN

Info 219/831-2345

ATA Observed Trials C'ship Series

12/30-31 UCAN Classic Oatman,AZ
Info 213/259-6631

ARRA Road Race Series

12/15-16	Willow Springs, CA
1/19-20	Willow Springs, CA
2/16-17	Willow Springs, CA
3/16-17	Willow Springs, CA
4/20-21	Willow Springs, CA
5/18-19	Willow Springs, CA
6/15-16	Willow Springs, CA
7/4	Willow Springs, CA
7/20-21	Willow Springs, CA
8/17-18	Willow Springs, CA
9/14-15	Willow Springs, CA
10/19-20	Willow Springs, CA
11/16-17	Willow Springs, CA
12/14-15	Willow Springs, CA

Info 805/966-5700

HDRA/SCORE Int'l Desert Racing Series

1/25-27/91	Parker 400 Parker, AZ
3/1-3	Nissan 400 Las Vegas, NV
4/5-7	San Felipe 250 San Felipe, B.C., MEX
6/7-9	Baja Internacional Ensenada, B.C., MEX
7/5-7	Fireworks 250 Barstow, CA
9/6-8	Nevada 500 Pahrump Station, NV
10/11-13	Gold Coast 300 Jean, NV
11/7-10	Baja 1000

Ensenada, B.C., MEX
Info 818/889-9216.

Sabine Enduro Circuit

3/10	String Prairie, TX
3/TBA	Leesville, LA
4/7	Nacogdoches, TX

Info 409/722-7926

High Plains Enduro Circuit

12/1-2	Lubbock, TX
12/16	Turkey, TX
2/10/91	Carlsbad, NM
2/24	Odessa, TX
3/24	San Angelo, TX
4/14	Post, TX

Info 806/795-1218

South Texas Hare Scramble Series

12/2	DBSA Hidden Valley, TX
12/16	TRH Lake Houston, TX
1/13/91	TRH Cleveland, TX
1/27	AMSA Smithville, TX
2/10	DBSA Zars Ranch, TX

2/24 AMSA Rockne, TX
3/10 DBSA New Berlin, TX
Info AMSA-512/892-5026, DBSA-512/438-7594, TRH-713/351-7339

Texas State C'ship Enduro Series

12/1-2 Lubbock, TX
12/16 Pampa, TX
2/24/91 Midland, TX
3/10 San Antonio, TX
3/24 Sweetwater, TX
4/7 Nacogdoches, TX
Info 817/540-0094

Mike Kidd Nat'l Arenacross Series

1/4-6 Guthrie, OK
1/11-13 Odessa, TX
2/8-10 San Francisco, CA
2/15-17 El Paso, TX
3/1-3 Denver, CO
Info 817/433-5587

USBA C'ship Road Race Series

5/5 Salt Lake City, UT
6/9 Salt Lake City, UT
7/7 Salt Lake City, UT
9/1 Salt Lake City, UT
10/6 Salt lake City, UT
Info 801/979-9091

MTEG Off-Road C'ship GP Series

1/19 Anaheim, CA
2/23 San Diego, CA
3/23 Pasadena, CA
4/13 Phoenix, AZ
4/27 Seattle, WA
5/18 Dallas, TX
7/20 Los Angeles, CA
9/TBA Denver, CO
9/TBA Las Vegas, NV
10/TBA San Francisco, CA
* Tentative
Info 714/938-4100

CMC Golden State Nationals

12/29-30 San Bernardino, CA
1/5-6 Adelanto, CA
1/12-13 Marysville, CA
1/20 Carlsbad, CA
1/20 Marysville, CA
2/3 Ramona, CA
2/3 Marysville, CA
2/9-10 San Bernardino, CA
Info 714/261-6116

AFM Road Race Series

3/30-31 Sears Point, CA
5/4-5 Sears Point, CA
5/25-26 Sears Point, CA
6/15-16 Sears Point, CA
6/29-30 Sears Point, CA
8/10-11 Sears Point, CA
8/31-9/1 Sears Point, ca
10/20 Sears Point, CA
Info 415/537-8208

DECEMBER

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30	31					

JANUARY

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13	14	15	16	17	18	19
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27	28	29	30	31		

FEBRUARY

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17	18	19	20	21	22	23
24	25	26	27	28		

MARCH

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10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

• Denotes Pro Payback

November 30

CALIFORNIA SPEEDWAY/ SWAP MEET
Int'l Speedway Fall Classic/Inter-Shows Motosport Promotions. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933 or 364-0515.
DELAWARE SHORT TRACK/ SUPERCROSS
• Seaford Speedway, Seaford. Info 302/335-4386 or 629-6535.

December 1

CALIFORNIA ROUGH SCRAMBLES
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/369-5195.
CALIFORNIA SUPERCROSS
• AMA/CMC Christmas Series. Altamont Raceway, Tracy. Info 415/447-4610 or 916/487-9120.
CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
IOWA SHORT TRACK
• Jim White Promotions. Iowa State Fair Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
MEXICO ENDURO
Los Ancianos MC 250 Enduro. East of Tecate, aprox. 15 mi., Tecate, B.C. Info 619/481-6881.
MISSOURI MOTOCROSS
Sprout Patch Competition, Inc. The Sprout Patch, Billings. Info 417/744-2593.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.

December 1-2

CALIFORNIA MINI ROAD RACE
NMA/RMD Productions. Amago Raceway, Lake Henshaw. Info 213/864-5214 or 868-8112.
TEXAS ENDURO
TX State C'ship Series/High Plains Enduro Circuit/Lubbock Trailriders. Lubbock. Info 817/540-0094.

December 2

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• DRC. DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
CALIFORNIA MOTOCROSS
• CMC. Sunrise Cycle Park, Adelanto. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• CMC. Argyll Park, Dixon. Info 916/678-3592.
CALIFORNIA DESERT RACE
AMA/D-38/Fudpucker Racing Team. Premier Cabinets Rudolph's Revenge. El Centro. Info 619/427-5759.
CALIFORNIA GRAND PRIX
Doublecross GP. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
• CRC. Perris Raceway, Perris. Info 805/272-8889.
CALIFORNIA MOTOCROSS
GFI. Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA ENDURO
AMA/D-36/CERA. Tahoe Nat'l Forest, Foresthill. Info 209/862-0348.
CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/5668-2271.
FLORIDA MOTOCROSS
AMA/Erv Braun Promotions. Ocala MX Park, Ocala. Info 904/732-6697.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/234-7561 or 295-1901.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.
INDIANA HARE SCRAMBLES
Northern IN HS Series. Plymouth. Info 219/831-2345.
KANSAS HARE SCRAMBLES
KORR C'ship 2-Man H.S. Wichita. Info 316/945-8221.
KENTUCKY HARE SCRAMBLES
AMA. Pendleton Co. MC Rec. Park, Gardnersville. Info 606/472-3442.
KENTUCKY HARE SCRAMBLES
Mid-South C'ship Series. Fordsville. Info 615/331-1475.
KENTUCKY SUPERCROSS
Apex Valley Riders. White Plains. Info 502/886-8564.
MISSISSIPPI MOTOCROSS
GNC Southern Region C'ship. Cedar Lake MX Park, Byhalia. Info 901/386-3256.
OHIO HARE SCRAMBLE
Mathias Raceway, New Philadelphia. Info 216/833-8640.
OHIO HARE SCRAMBLE
CRA. Western Reserve MC, Salem. Info 216/337-8077.
OKLAHOMA MOTOCROSS
• Interstate MX Park, Oklahoma City. Info 405/732-2667 or 737-0752.
OREGON MOTOCROSS
Kerby Racepark, Grants Pass. Info 503/592-2978.
TENNESSEE MOTOCROSS
Devil's Hole, Inc. Mtn. Cross. Winfield. Info 615/938-2980.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
TEXAS HARE SCRAMBLE
AMA/DBSA. South Texas H.S. Series. Hidden Valley. Info 512/438-7594.

December 8

CALIFORNIA MOTOCROSS/ SHORT TRACK
• Racing Ent./Dirt Sports Promotions. Carlsbad Raceway, Carlsbad. Info 619/484-1441 or 489-5823.
CALIFORNIA MOTOCROSS
• CMC Christmas Series/Pacific Race Productions. Altamont Raceway, Tracy. Info 415/447-4610 or 916/487-9120.
CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
Ventura Fairgrounds Raceway, Ventura. Info 805/656-1122.
FLORIDA SHORT TRACK/ MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
IOWA SHORT TRACK
• Jim White Promotions. Iowa State Fair Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
WASHINGTON SHORT TRACK
• AMA/D-27. Clark County Arena, Vancouver. Info 206/264-2144.

December 8-9

TEXAS ARENACROSS
A Tres Hombres Promotions. Heart of Texas Coliseum, Waco. Info 817/774-9948.

December 9

ALABAMA MOTOCROSS
• Warrior MX/TT Track, Warrior. Info 205/841-7224 or 669-4572.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA MOTOCROSS
GFI/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-9134.
CALIFORNIA HARE SCRAMBLES
D-36/2 & 2 Racing Team. Cowpuncher H.S. Hollister Hills SVRA, Hollister. Info 415/846-1587.
CALIFORNIA MOTOCROSS
• CMC/Great Northern Promotions. Prairie City SVRA, Sacramento. Info 916/489-3839.
CALIFORNIA MOTOCROSS
• DRC. DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
CALIFORNIA GRAND PRIX
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA TRIALS
PITS. St. Dabnik's Trial. Frank Raines. Info 209/293-4768.
CALIFORNIA MOTOCROSS
GFI North. Riverfront Park, Marysville. Info 916/689-1632.
CALIFORNIA GRAND PRIX
Brad Lackey Christmas GP/Coast Racing. Carlsbad Raceway, Carlsbad. Info 619/722-8224.
CALIFORNIA HARE SCRAMBLES
AMA/D-37/Ridgecrest MC. Teagle Wash, Red Mountain. Info 619/377-4484.
FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.
FLORIDA MOTOCROSS
AMA Southeastern Regional C'ship. MX of Marion County, Reddick. Info 904/591-2050 or 591-2377.
GEORGIA MOTOCROSS
Rough Riders MX Park, Rome. Info 404/234-7561 or 295-1901.
GEORGIA HARE SCRAMBLES
SETRA C'ship Series. Ft. Gaines H.S. Ft. Gaines. Info 404/941-8464.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.

TROPHY SERIES

WHEN & WHERE

December 2	Perris	MX
December 9	LACR	GP
December 16	Glen Helen	MX
December 23	LACR	MX

(Rain Date December 30 LACR)

1991 CRC Membership Available

5 Foot, 1st Place Series Trophy
4 Foot, 2nd Place Series Trophy
3 Foot, 3rd Place Series Trophy

(All Classes With 5 Or More Riders Qualify)

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125 Beginners - 250 Beginners
125 Novice - 250 Novice
Win A 1991 Suzuki Ride, Get A Bike At Cost Plus Parts At 30% Off Retail For The Entire Year Of 1991.

WIN A 1991 KAWASAKI RIDE
From
HDK RACING
Hi Desert Kawasaki
(619) 241-2028
To the Following Classes:
80cc - Beg., Nov.
Junior Vet - Beg., Nov., Int., Exp.,
Vet - Beg., Nov., Int., Exp.
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CRC CALIFORNIA RACE SCHEDULE

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TROPHY SERIES - *Round 1*
Sun. Dec. 2 MX Perris
Round 2
Sun. Dec. 9 GP LA County Raceway
Round 3 - Merry Christmas
Sun. Dec. 16 MX Glen Helen
Round 4
Sun. Dec. 23 MX LA County Raceway

Next Vintage Race
Sun. Dec. 9 GP LA County Raceway
Merry Christmas
*** Open Practice ***
9am-2pm Every Sat. - LA County Raceway

CRC Info 805-272-8889

NMA
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(213) 868-8112
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NORWALK, CA 90650
National Motosport Association

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Dave Kersting (213) 376-1329

On all off-road events, Green Stickers & Spark Arrestors are required.
NO 3-wheel ATVs allowed - Quad Cycles okay.
A.M.A. membership is required.
Presence of Parent or legal guardian may be required for minors to race.

COMPETITION SCHEDULE

Date	Club	Event
Dec. 9	Ridgecrest M/C Location: Red Mtn. Info: Danny (619) 377-4484	Hare Scrambles

ROAD & DUAL SPORT SCHEDULE

INFO: (818) 249-2141

Date	Club	Event
Dec. 2	Abate Local 19 Toy Run Location: Info: (714) 868-4335	Road
Dec. 8	Mojave Adventures Idyiwild Location: Info: (818) 249-2141	Dual Sport

CMC '91 Golden State Nationals

Sun., Dec. 2	Sunrise Cyc. Pk.	Multi-Nat'ls
Sun., Dec. 9	Glen Helen Park	
Sun., Dec. 23	Gldn. St. Warm-up	Carlsbad Rwy.
Sat., Dec. 29	'91 Golden St. Am.	Glen Helen
Sun., Dec. 30	'91 Golden St. Pros	Glen Helen

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Streamlining:
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Orient Express Racing

Engineering:
Bob Bakker

Thanks to:
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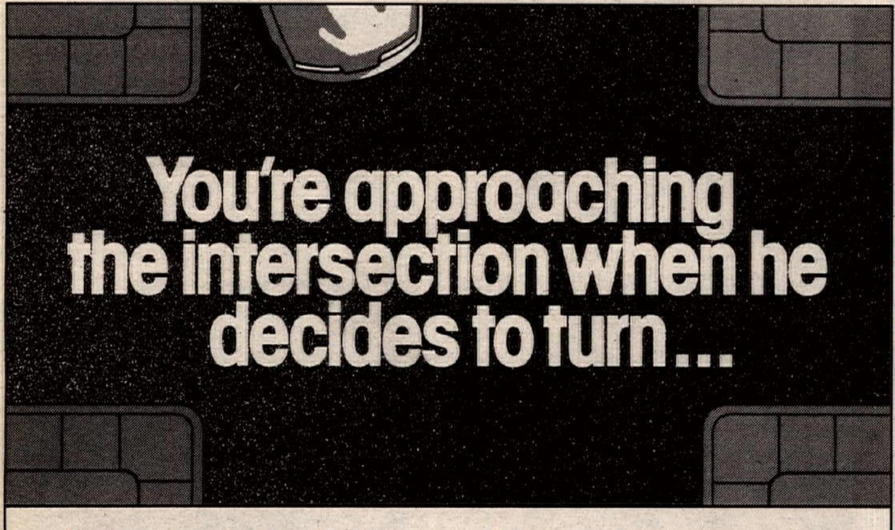
Autobody,
Storz Performance



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DE ANZA CYCLE PARK
1990 RACE SCHEDULE
100% PRO PAYBACK
Sun. Dec. 2 DRC MX
No Membership Required
Sun. Dec. 9 DRC MX
No Membership Required
Sun. Dec. 16 DRC Stadium Cross
No Membership Required
Sun. Dec. 23 DRC MX
No Membership Required
Park is open 7 days a week for MX practice & Open Trail riding 8:30 A.M. - 4:30 P.M.
MX TRACK IS PREPARED & WATERED EVERY SAT. FOR PRACTICE 7:30 A.M. - 5:00 P.M.
Sunday gates open: 6:30 A.M.
Practice 8:30 A.M. • Race Start 9:30 A.M.
Info: (714) 242-5840

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GFI/PERRIS RACEWAY
1990 SCHEDULE

Sat., Dec. 1	GFI Super Sat. Morn. MX	Perris Raceway
Sat., Dec. 8	GFI Super Sat. Morn. MX	Perris Raceway
Sat., Dec. 15	GFI Super Sat. Morn. MX	Perris Raceway
Sat., Dec. 22	GFI Super Sat. Morn. MX	Perris Raceway

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California Schedule
1st RACE OF 1991
January 27 Glen Helen
Womens Class Super Seniors
Info (714) 957-2985

DOUBLE CROSS RACING
DEC. 2
Santa Cross GP
Glen Helen
30% Trophy Day
INFO: (714) 371-6333

CALENDAR

GEORGIA MOTOCROSS
Dixie Motorcycle Sports. Hillbilly Hills MX, Roberta. Info 912/788-0413 or 404/929-8392.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
NEVADA MOTOCROSS
Las Vegas Int'l Raceway, Las Vegas. Info 702/365-1080.
NEW YORK MUD/SNOW SCRAMBLES
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/722-6195.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO HARE SCRAMBLE
CRA. Amherst Meadowlarks, Amherst. Info 216/988-9100.
OHIO HARE SCRAMBLE
Race 'em Chase 'em Promotions. Mathias Raceway, New Philadelphia. Info 216/833-8640.
OHIO HARE SCRAMBLES
Sunset Ramblers MC, Galion. Info 419/468-7228 or 756-8601.
TENNESSEE POKER RUN
Knobby Trax Event. Greenville. Info 615/753-5819.
TEXAS SHORT TRACK/TT
• Mike Kidd's Boyd Raceway, Boyd. Info 817/433-5587.

December 15

CALIFORNIA MOTOCROSS
GFI/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-9134.
CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
FLORIDA MOTOCROSS/SAND DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
IDAHO SHORT TRACK
• Lewis-Clark Motor Sports. Lewiston Roundup Grounds, Lewiston. Info 208/743-0736.
IOWA SHORT TRACK
• Jim White Promotions. Iowa State Fair Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.

December 15-16

CALIFORNIA ROAD RACE
ARRA C'ship Series. Willow Springs Int'l Raceway, Willow Springs. Info 805/966-5700.

December 16

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA HARE SCRAMBLES
Mid-South C'ship Series. Cullman. Info 615/331-1475.
CALIFORNIA MARATHON
AMA/D-36/ARA/Red Neck Roosters. Altamont Raceway, Tracy. Info 415/447-4610.
CALIFORNIA MOTOCROSS
• CRC. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA STADIDUMCROSS
• DRC. DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
CALIFORNIA MOTOCROSS
• CMC. Marysville E Street Track, Marysville. Info 916/695-2727.
CALIFORNIA MOTOCROSS
GFI Showdown Warm-Up. Sandhill Ranch, Brentwood. Info 415/634-3328.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/234-7561 or 295-1901.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.
GEORGIA MOTOCROSS
Echconnee MX, Macon. Info 912/788-8227 or 956-5420.
NEW YORK MUD/SNOW SCRAMBLES
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/722-6195.
NORTH CAROLINA MOTOCROSS
Winter Series Warm-Up. Montrose MX, Raeford. Info 919/875-3805.
OHIO HARE SCRAMBLE
Race 'em Chase 'em Promotions. Mathias Raceway, New Philadelphia. Info 216/833-8640.
OHIO HARE SCRAMBLE
CRA. Mansfield MC, Mansfield. Info 419/524-1347.
OKLAHOMA MOTOCROSS
• Interstate MX Park, Oklahoma City. Info 405/732-2667 or 737-0752.
PENNSYLVANIA SUPERCROSS
Trail-Way Speedway Christmas SX. Hanover. Info 717/359-4310.
TEXAS HARE SCRAMBLE
AMA/South Texas H.S. Series/TRH. Lake Houston. Info 713/351-7339.
TEXAS ENDURO
Texas State C'ship Series/High Plains Enduro Circuit/Top 'O Texas Dirt Riders. Caprock Enduro. Pampa. Info 806/354-8447 or 817/540-0094.

December 22

CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
FLORIDA MOTOCROSS/SHORT TRACK
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
IOWA SHORT TRACK
• Jim White Promotions. Iowa Stte Fair Pavilion, Des Moines. Info 515/289-2140 or 265-6439.

December 23

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• CMC. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• DRC. DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Plamdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC Christmas Series/Pacific Race Productions/Toys for Tots. Altamont Raceway, Tracy. Info 415/447-4610 or 916/487-9120.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/234-7561 or 295-1901.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
NEW YORK ICE RACE
Tri-State MC, Ltd. Lembo Lake, Modena. Info 914/561-6880.
NORTH CAROLINA MOTOCROSS
Wilkes Co. Rec. MX Park, Lenoir. Info 704/758-4342.
OHIO HARE SCRAMBLE
CRA. Lightning Raceway, Tippecanoe. Info 614/922-4775.

December 27-29

FLORIDA MOTOCROSS
• Erv Braun Promotions. Ocala MX Park, Ocala. Info 904/732-6697.

Dec. 27-Jan. 1

MEXICO OFF-ROAD
Baja Promotions. Gran Carrera de Baja 2001. Baja, California. Info 818/340-5750.

December 28-30

INDIANA ARENACROSS
• Dirt Concepts, Inc. Ft. Wayne War Memorial Expo Center, Ft. Wayne. Info 219/799-5949 or 799-5949.

December 29

FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
IOWA SHORT TRACK
• Jim White Promotions. Iowa State Fair Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.
WASHINGTON SHORT TRACK
• AMA/D-27. Clark County Arena, Vancouver. Info 206/264-2144.

December 29-30

CALIFORNIA MOTOCROSS
• CMC Golden State Nationals. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
NEW YORK ICE RACE
Tri-State MC, Ltd. Lembo Lake, Modena. Info 914/561-6880.

December 30

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
GFI North-South Showdown. Sandhill Ranch, Brentwood. Info 415/634-3328.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/234-7561 or 295-1901.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
NEW YORK MUD/SNOW SCRAMBLES
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/722-6195.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.

December 30-31

CALIFORNIA TRIALS
ATA/Technique Trials Club. Lucerne Valley. Info 213/259-6631.

December 31

CALIFORNIA DESERT RACE
AMA/Fudpucker Racing Team. Dunaway Dash IV. Plaster City West, El Centro. Info 619/427-5759.

January 1

CALIFORNIA MARATHON
New Year's Hangover Marathon. Sandhill Ranch, Brentwood. Info 415/634-3328.

January 5

FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
IOWA SHORT TRACK
Jim White Promotions. Iowa State Fair Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.
WASHINGTON SHORT TRACK
• AMA/D-27. Clark County Fairgrounds Arena, Vancouver. Info 206/264-2144.

January 5-6

CALIFORNIA MOTOCROSS
• CMC Golden State Nat'ls. Sunrise Cycle Park, Adelanto. Info 714/261-6116.

January 6

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
NEW YORK MUD/SNOW SCRAMBLES
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/722-6195.
OHIO HARE SCRAMBLES
Sunset Ramblers, Galion. Info 419/468-7228 or 756-8601.

January 11-12

ARIZONA SPEEDWAY
• Budweiser Speedway Ice Racing World C'ship II. World Speedway Racing Assn. Tucson Convention Center, Tucson. Info 602/299-0206.

January 12

CALIFORNIA MOTOCROSS
Ventura Fairgrounds Raceway, Ventura. Info 805/656-1122.
FLORIDA SHORT TRACK/MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
IDAHO SHORT TRACK
• Lewis Clark Motor Sports. Lewiston Roundup Grounds, Lewiston. Info 208/743-0736.
IOWA SHORT TRACK
• Jim White Promotions. Iowa State Fair Pavilion, Des Moines. Info 515/289-2140 or 265-6439.

January 12-13

CALIFORNIA MOTOCROSS
• CMC Golden State Nat'ls. Marysville E Street Track, Marysville. Info 714/261-6116.

January 13

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA HARE SCRAMBLES
AMA/D-38/Fudpucker Racing Team. Barking Spider H.S. Yuha Desert, Imperial County. Info 619/427-5759.
MISSISSIPPI MOTOCROSS
Central MS MX Assn., Pearl. Info 601/939-2017 or 939-5077.
NEW YORK MUD/SNOW SCRAMBLES
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/722-6195.
SOUTH CAROLINA ENDURO
SETRA C'ship Series/The Family Riders. 19th Annual Swamp Fox Enduro. Charleston. Info 803/553-3473 or 743-6400.
TENNESSEE HARE SCRAMBLE
Mid-South C'ship HS Series. Lex-

ington. Info 615/331-1475.
TEXAS SHORT TRACK/TT
● Mike Kidd's Boyd Raceway, Boyd. Info 817/433-5587.
TEXAS HARE SCRAMBLES
AMA/South Texas HS Series/Trail Riders of Houston. Cleveland. Info 713/351-7339.

January 19

CALIFORNIA GRAND PRIX
● MTEG Off-Road C'ship GP Series. Anaheim Stadium, Anaheim. Info 714/938-4100.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/
SAND DRAGS
● Orange County Raceway, Orlando. Info 407/568-2271.
IOWA SHORT TRACK
● Jim White Promotions. Iowa State Fair Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.
WASHINGTON SHORT TRACK
● AMA/D-27. Clark County Fairgrounds, Vancouver. Info 206/264-2144.

January 20

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
● CMC Golden State Nat'l. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA MOTOCROSS
● CMC Golden State Nat'l. Marysville E Street Track, Marysville. Info 714/261-6116.

January 25-27

MEXICO DESERT RACE
SCORE/HDRA Int'l Desert Race Series. Parker 400, Parker. Info 213/540-5001.

January 26

CALIFORNIA MOTOCROSS
Ventura Fairgrounds Raceway, Ventura. Info 805/656-1122.
FLORIDA MOTOCROSS/
SHORT TRACK
● Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
IDAHO SHORT TRACK
● Lewis Clark Motor Sports. Lewiston Roundup Grounds, Lewiston. Info 208/743-0736.
IOWA SHORT TRACK
● Jim White Promotions. Iowa State Fair Pavilion, Des Moines. Info 515/289-2140 or 265-6439.

January 27

GEORGIA HARE SCRAMBLE
Mid-South C'ship HS Series. Bremen. Info 615/331-1475.
MISSISSIPPI MOTOCROSS
Central MS MX Assn., Pearl. Info 601/939-2017 or 939-5077.
SOUTH CAROLINA ENDURO
SETRA C'ship Series. 22nd Annual Sumter Enduro. Sumter. Info 803/481-8571 or 469-0359.
TEXAS HARE SCRAMBLE
South Texas HS Series. AMA/AMSA. Smithville. Info 512/892-5026.

February 2

FLORIDA MOTOCROSS
● Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.
WASHINGTON SHORT TRACK
● AMA/D-27. Clark County Fairgrounds Arena, Vancouver. Info 206/264-2144.

February 3

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
● CMC Golden State Nat'l. Barona Oaks, Ramona. Info 714/261-6116.
CALIFORNIA MOTOCROSS
● CMC Golden State Nat'l. Marysville E Street Track, Marysville. Info 714/261-6116.
CALIFORNIA HARE SCRAMBLES
AMA/D-38/Fudpucker Racing Team. Coyote Wash Bath H.S., Plaster City East, El Centro. Info 619/427-5759.
FLORIDA MOTOCROSS
● Orange County Raceway, Orlando. Info 407/568-2271.

February 9

CALIFORNIA MOTOCROSS
Ventura Fairgrounds Raceway, Ventura. Info 805/656-1122.
FLORIDA MOTOCROSS/
SHORT TRACK
● Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
IDAHO SHORT TRACK
● Lewis Clark Motor Sports. Lewiston Roundup Grounds, Lewiston. Info 208/743-0736.

February 9-10

CALIFORNIA MOTOCROSS
● CMC Golden State Nationals. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.

February 10

ALABAMA MOTOCROSS
County Line Raceway, Orlando. Info 205/477-6848.
MISSISSIPPI MOTOCROSS
Central MS MX Assn., Pearl. Info 601/939-2017 or 939-5077.
NEW MEXICO ENDURO
High Plains Enduro Circuit. Hackberry Enduro, Carlsbad. Info 806/795-1218.
NEW YORK MUD/SNOW
SCRAMBLES
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/722-6195.
TENNESSEE HARE SCRAMBLE
Mid-South C'ship Series. Clarksville. Info 615/331-1475.
TEXAS HARE SCRAMBLES
AMA/South Texas H.S. Series/DBSA. Zars Ranch. Info 512/438-7594.
TEXAS SHORT TRACK/TT
● Mike Kidd's Boyd Raceway, Boyd. Info 817/433-5587.
WISCONSIN SWAP MEET
11th Annual Swap Meet. Downtown Civic Center, Eau Claire. Info 715/834-8389.

February 15-17

PENNSYLVANIA SPRINTS/
SUPERCROSS
13th Annual Motorama Arena Races & Speed Show. Harrisburg. Info 717/359-4310.

February 16

CALIFORNIA HARE SCRAMBLES
AMA/D-38/Fudpucker Racing Team. 150 King of the Desert H.S. Superstition C'ship Series, #1. Lake Superstition, Imperial County. Info 619/427-5759.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/
SAND DRAGS
● Orange County Raceway, Orlando. Info 407/568-2271.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.

February 17

ALABAMA MOTOCROSS
County Liine Raceway, Bessemer. Info 205/477-6848.
NEW YORK MUD/SNOW
SCRAMBLES
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/722-6195.
SOUTH CAROLINA HARE SCRAMBLES
SETRA C'ship Series. Possum Fork H.S. Johnsonville. Info 803/394-3747.

February 23

CALIFORNIA GRAND PRIX
● MTEG Off-Road C'ship GP Series. Jack Murphy Stadium, San Diego. Info 714/938-4100.
CALIFORNIA MOTOCROSS
Ventura Raceway, Ventura. Info 805/656-1122.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/
SHORT TRACK
● Orange County Raceway, Orlando. Info 407/568-2271.
IDAHO SHORT TRACK
● Lewis Clark Motor Sports. Lewiston Roundup Grounds, Lewiston. Info 208/743-0736.

February 24

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA HARE SCRAMBLES
Mid-South C'ship H.S. Series. Cullman. Info 615/331-1475.
GEORGIA HARE SCRAMBLES
SETRA C'ship Series. Cracker 50 H.S. Maxeys. Info 404/922-8234.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
PENNSYLVANIA SUPERCROSS
Trail-Way Speedwsay, Hanover. Info 717/359-4310.
TEXAS ENDURO
Texas State C'ship Enduro Series. Permian Basin Club Odessa Enduro. Odessa. Info 915/683-1905.
TEXAS HARE SCRAMBLE
AMA/South Texas H.S. Series/AMSA. Rockne. Info 512/892-5026.

March 1-3

NEVADA DESERT RACE
● HDRA/SCORE Int'l Desert Race Series. Nissan 400. Las Vegas. Info 213/540-5001.

March 1-10

FLORIDA ROAD RACES
● AMA Nat'l C'ship Road Race Series. Daytona Int'l Speedway, Daytona Beach. Info 614/891-2425.

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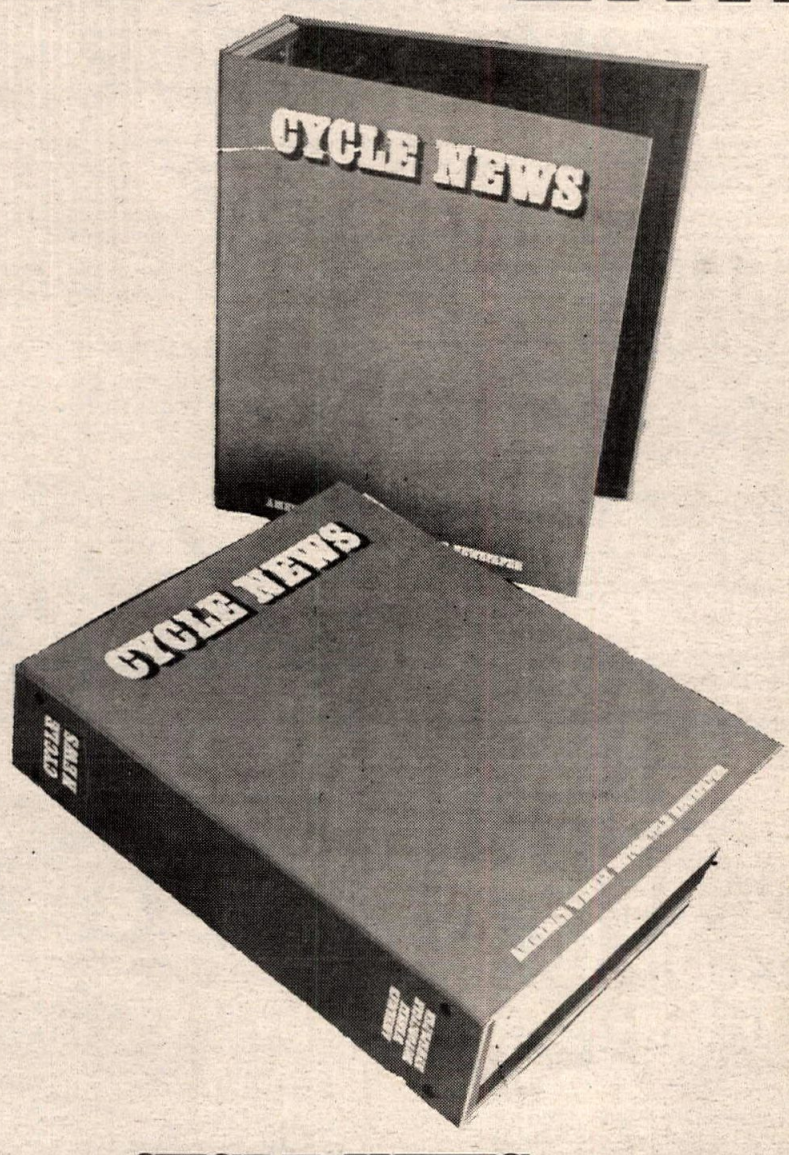

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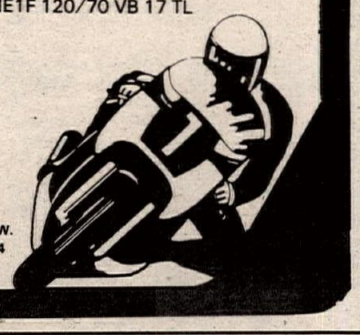

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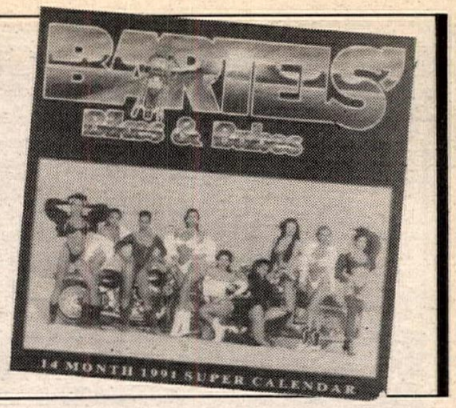

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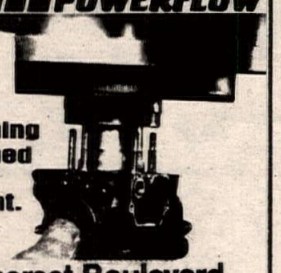

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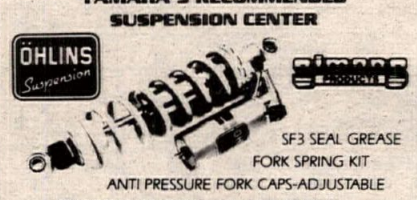

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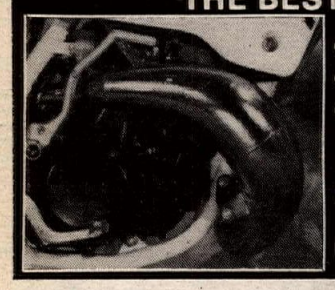

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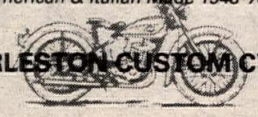

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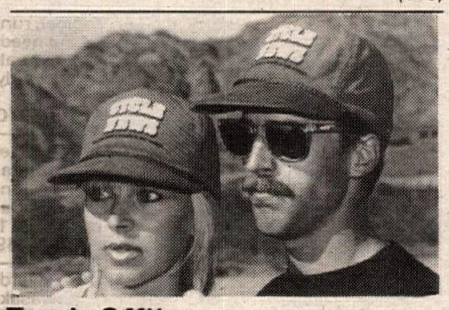

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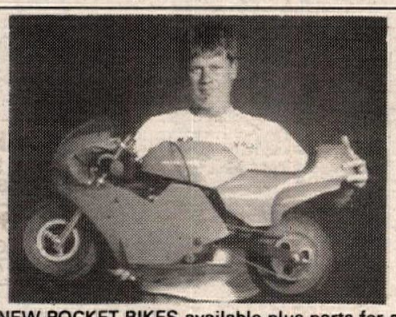

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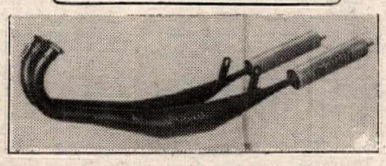

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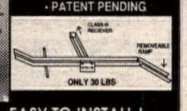

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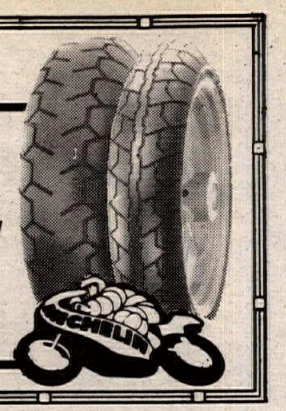

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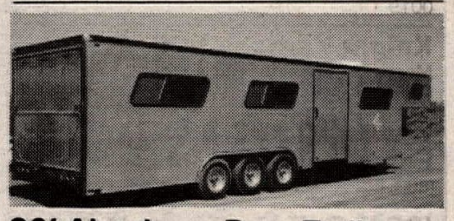

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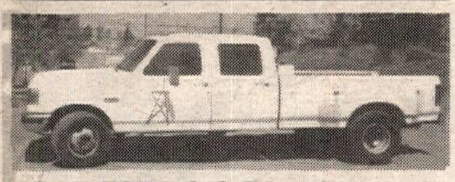

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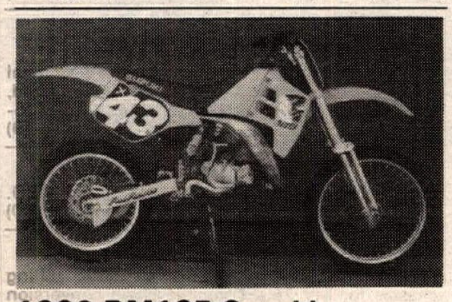

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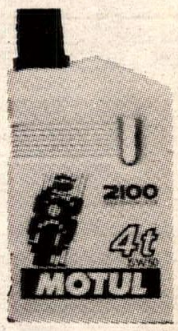

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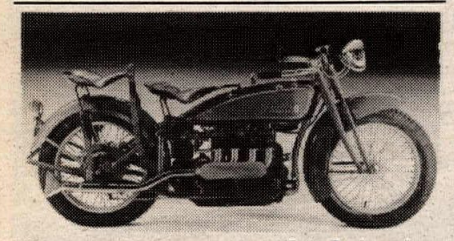

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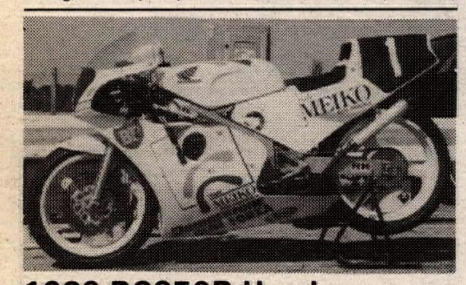

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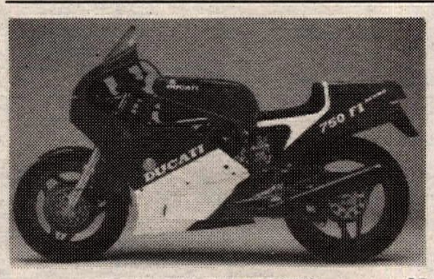

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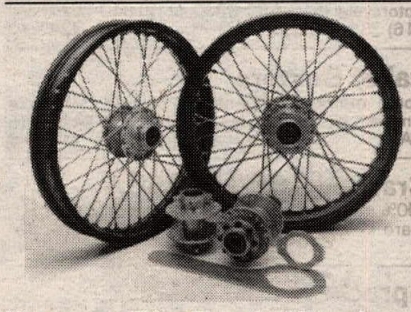

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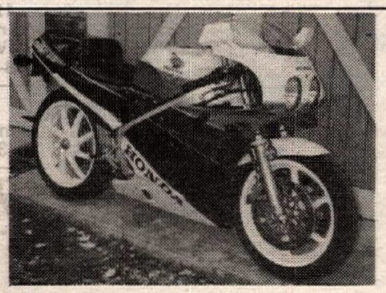

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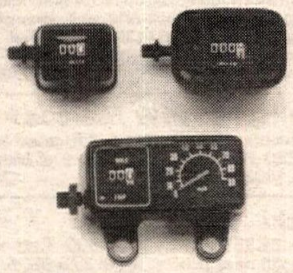

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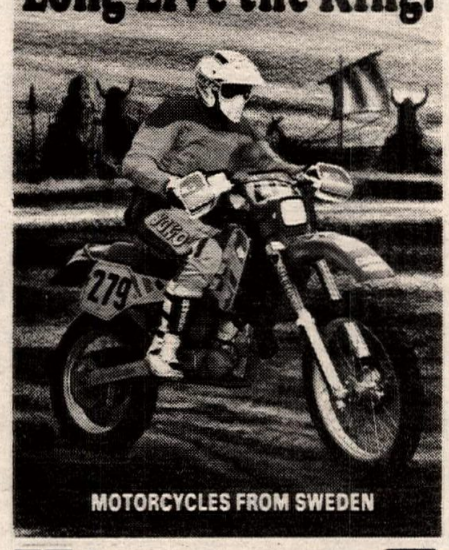

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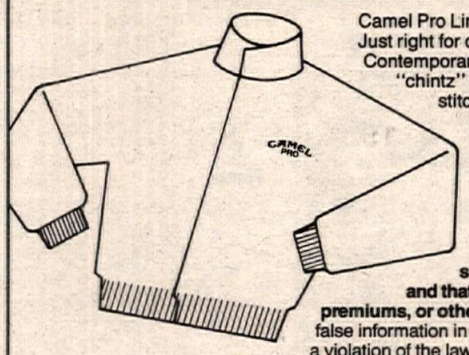

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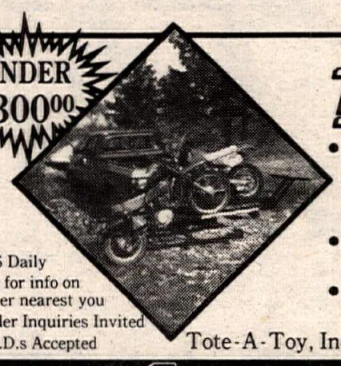

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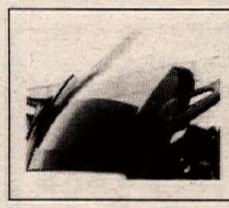

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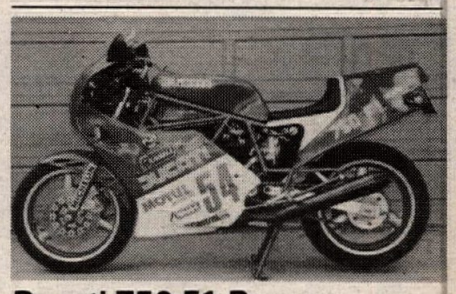

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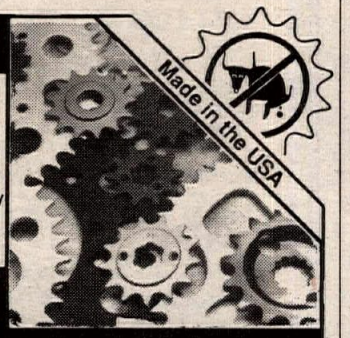

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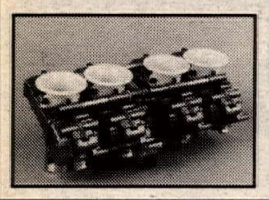

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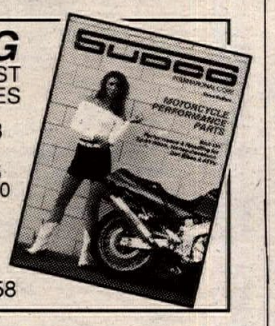

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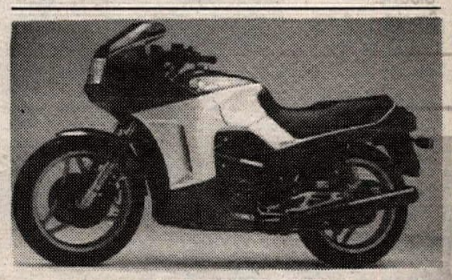

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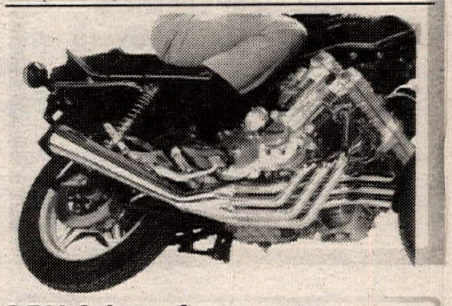

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A review of the 1988 FIM World Road Racing 500cc Championships — All 15 races from Japan to Brazil in 60 minutes. Eddie Lawson wins Number One, but Wayne Gardner, Kevin Schwantz and Magee, Wayne Rainey and Randy Mamola made it hard to do. From Motovideo.

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(#80A) 1990 Japanese RR Grand Prix
Rainey shows 'em his back in Japan; Schwantz recovers to finish third after crashing behind Gardner. Lawson starts season with crash. By Motovideo.

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Rainey races clear of crash-fest at Laguna. Tremendous battle with Schwantz until turn 11 seals his fate. Excellent 250cc class action with Kocinski, Roth & Zeelenburg. By Motovideo.

(#82A) 1990 Spanish RR Grand Prix
Gardner ends drought with win at Jerez in front of 170,000 people. Kocinski wins "best race I ever had" by a whisker over Cadalora. By Motovideo.

(#83A) 1990 Italian RR Grand Prix
Team Yamaha Marlboro Roberts dominates the day as Americans Rainey and Kocinski win at Misano. By Motovideo.

(#84A) 1990 West German RR Grand Prix
Texan Schwantz walks away from field in first '90 GP win at Nurburgring Circuit. By Motovideo.

(#85A) 1990 Austrian RR Grand Prix
Tight action as Schwantz wins at Salzburgring by ½ second over Rainey, and Cadalora leads 5 riders across line within same second. By Motovideo.

(#86A) 1990 Yugoslavian RR Grand Prix
Rainey wins in less than ideal conditions as Schwantz & Mackenzie slice through the pack. Seven-rider duel in 250cc class is marred by tragedy as Reinhold Roth is injured in a major pile-up. By Motovideo.

(#87A) 1990 Dutch RR Grand Prix
Schwantz tames Rainey for the Texan's 3rd GP win of the season at the 60th Annual Dutch TT at Assen. Lawson & Gardner return to action. Thrilling 250cc action between Kocinski, Cardus, and Cadalora. By Motovideo.

(#88A) 1990 Belgian RR Grand Prix
The Marlboro Roberts Yamaha dream team dominates as Rainey and Kocinski win their classes at the rain-soaked Spa-Francorchamps circuit. Mamola crashes after working up to third. By Motovideo.

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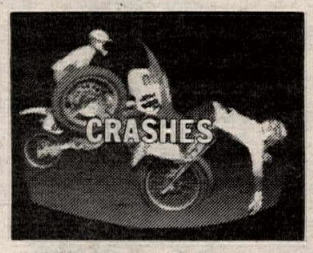

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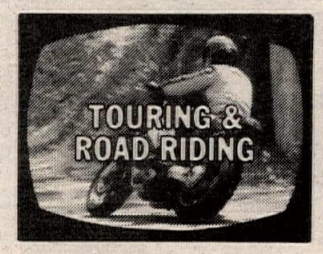

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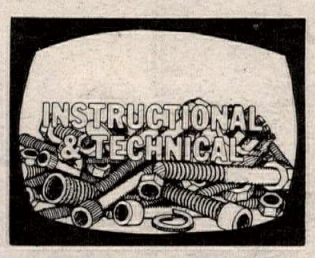

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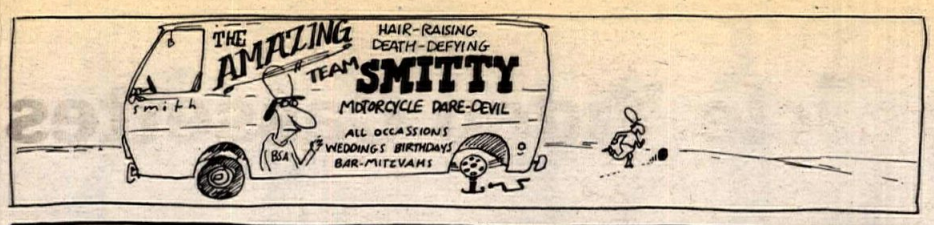

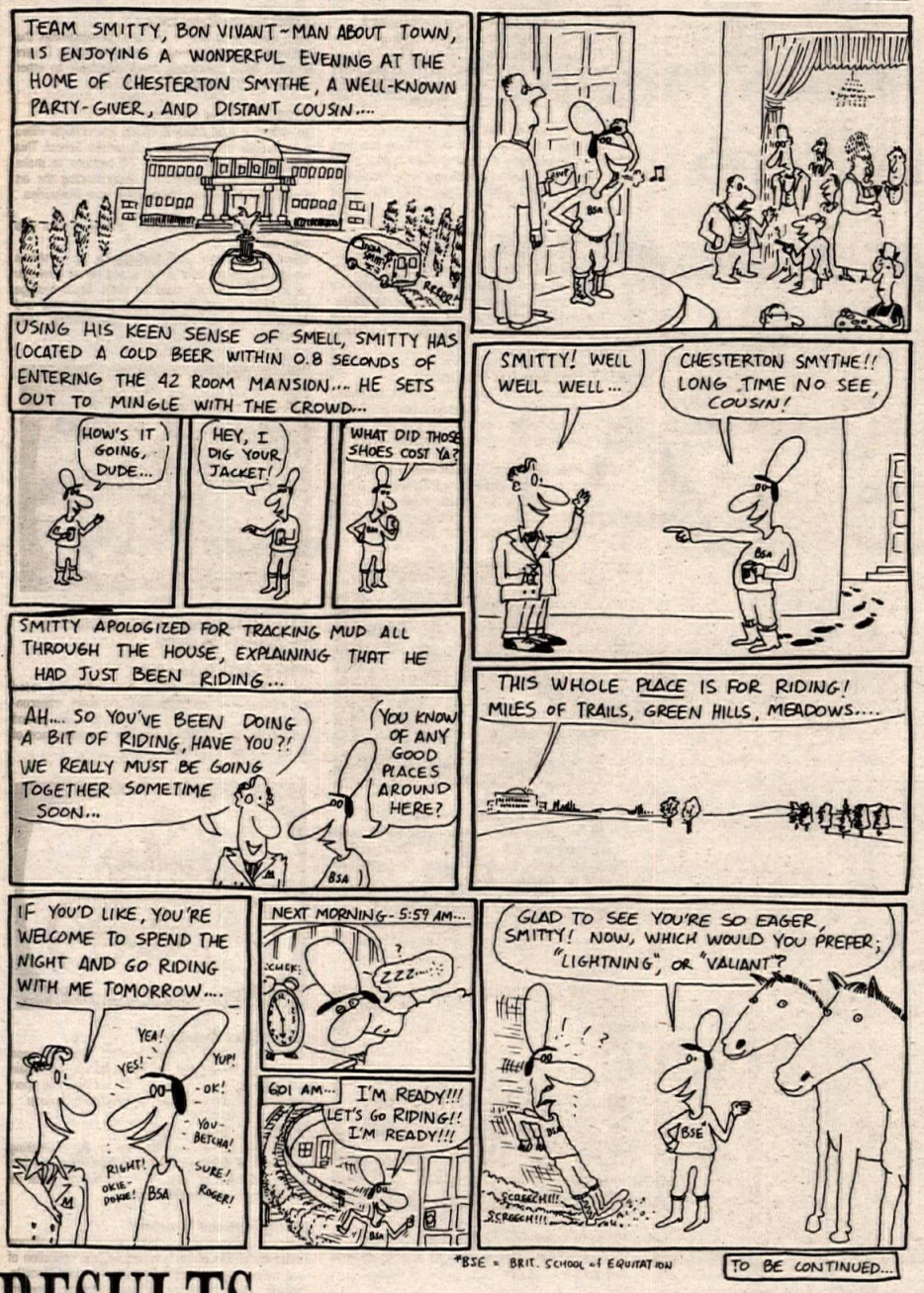

RESULTS

Motocross
DeAnza Cycle Park
Sunnymead, CA
Nov. 11

250 PRO	
Michael Preston	Kaw
Bryan Richardson	Yam
Tony Seckman	Hon
Marc Decker	Suz
Brian Britain	Yam
VET NOV	
Wayne Cummins	Hon
Gene Sargerno	Yam
David Fajardo	Hon
Ted OPverholt	Hon
Michael Villa	Kaw
VET EX	
Greg Wagner	Yam
Malcolm McLassy	KTM
VET INT	
Fred Nichols	Hon
Larry Gross	Yam
Philip Taboada	Hon
George Wagner	Yam
OPEN BEG	
Gary Roger	Hon
Ruben Alvarado	Hon
Chris Aniargos	Suz
Mike Roth	Kaw
Will Denton	Kaw
OPEN NOV	
Scott Bundy	Kaw
250 NOV	
Eddie Banlom Jr.	Kaw
Jeff Eary	Hon
Jim Willmon	Hon
Tommy Beackens	Kaw
Steve Watson	Hon
250 BEG	
Todd Ehrar	Hon
Mark Sandzimer	Hon
Dirk Webb	Yam
Mark Reyes	Kaw
Jim Boos	Yam
250 INT	
Pierre Laguerra	Suz
Rodrico Dill	Kaw
125 NOV	
Charles Vic	Suz
Chris Ladely	Suz
Stephen Petersen	Yam
Troy Morgan	Suz
Robin Hall	Hon
125 INT	
Brian Wilson	Kaw
Mike Metzger	Suz
125 BEG	
Michael Mimkhax	Suz
Lee Medlin	Kaw
Ken Bitterolf	Suz
Mark Croker	Hon
Daniel Dawson	Suz
MINI BEG	
Ryan Banford	Kaw
William Jackson	Suz
Jesse Moffatt	Kaw
Matt Gepford	Yam
Josh Fink	Kaw
MINI INT	
Dennis Turner	Kaw

Observed Trials
NEOTT
Oklahoma City, OK
Nov. 18

MSTR	
Loy Burnett	Bet
Shan Moore	Fan
Ronnie Niccum	Yam
Richard Billings	Fan
Paul Bolen	Fan
EX	
Mack Burnett	Yam
Chiyoo Watanabee	Bet
Monte Bennett	Apr
David Youree	Yam
Billy Traynor	Bet
INT	
Tom Batchelor	Fan
Justin Dyess	Apr
Stan Machart	Yam
Clint Perry	Yam
Colin Botha	Bet
AM	
Keith Housewright	Fan
Billy Powell	Yam
Gary Price	Mon
Jerry Ward	Yam
Rick Dunkin	Yam
NOV	
Butch Lathsom	Bet
Matt Moore	Fan
Bill Dragoo	Yam
Bill Bennett	Bet
Ben David	Bet

Motocross
W. Florida MX Pk.
Milton, FL
Nov. 11
By Diane Silcox

P/W	
Robert McLendon III	Suz
Jay Welch	Yam
Sean Herring	Hon
Rodney Allen	Suz
JR MINI	
Brad Cannon	Kaw
Eric Elam	Kaw
Blake Dewitt	Suz
SR MINI	
Josh Valure	Hon
Adam Cain	Hon
Ricky Eilenfield	Yam
Joe Davielilh	Kaw
Russell Welch	Kaw
125 NOV	
Boot Phillips	Hon
Bill McGeorge	Kaw
Josh Valure	Hon
Donald Long	Hon
Mark Borgen	Yam
125 AM	
Chris Craft	Hon
David Sharpe	Hon
Chris Bottomey	Suz
Ray Mitchell	Hon
Tracy Trepagnier	Kaw
VET	
Earnie Thomas	Hon
David Redmond	Hon
Robert Kizer	Kaw
Glenn Warren	Kaw
OPEN NOV	
William Caldwell	Hon
Charles Conlee	Hon
Tom Jones	Hon
Gregg Romero	Hon
OPEN AM	
Sam Redmond	Hon
Chris Craft	Hon
Richard Pearson	Hon
Joey Locke	Kaw
John Apvens	Yam
125 PRO MOTO 1	
Chad Montero	Hon
Barry Weinberger	Hon
Craig Woolard	Kaw
125 PRO MOTO 2	
Chad Montero	Hon
Barry Weinberger	Hon
Craig Woolard	Kaw
OPEN PRO MOTO 1	
Earl May	Yam
Chad Montero	Hon
Troy Vincent	Yam
Ed Kiley	Hon
Curtis Smith	Suz
OPEN PRO MOTO 2	
Chad Montero	Hon
Earl May	Yam
Ricky Palmer	Hon
Troy Vincent	Yam
Barry Weinberger	Hon

Send results of races ASAP after the event to: Results, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten or printed legibly, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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